

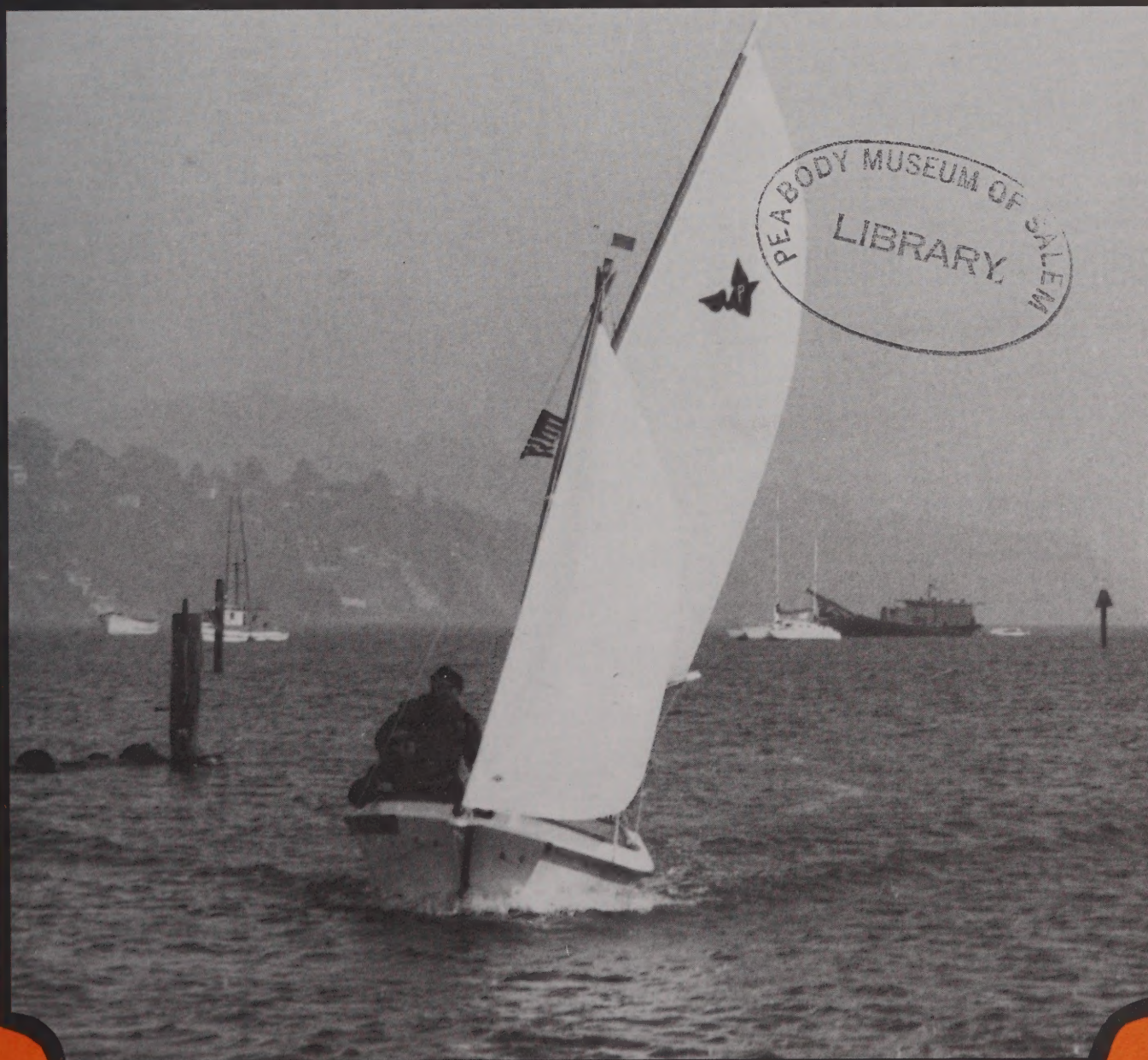


messing about in BOATS

Twice a Month!

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Our Next Issue...

Will feature our report on the Maine Boatbuilders' Show in Portland in mid-March, the list of exhibitors looks promising. Mason Smith will tell us about his different sort of boatbuilding business, and Ron Mueller describes how his fascination with boatbuilding drew him into the business. Ralph Notaristefano has a photo essay on restoring an antique wood/canvas canoe, and Dynamite Payson has a similar photo article on building a model of "Pauline", once queen of the down east sardine fleet. There'll be some more "Modest Adventures" and "Designs & Projects" also.

On the Cover...

Jim Barlow's "Pacific Pelican" under sail on San Francisco Bay. Complete details on Jim's design and building packet for the home builder are featured in this issue.

Commentary

BOB
HICKS

Well, the Wooden Boat Show is no more, the Newport Yachting Center has announced they'll not be hosting this unique event in 1989. As I write this in early March, no new proprietor for the concept has stepped forward. Readers who have been with us a while are aware that the Show had a problem in failing to attract the wooden boat builders central to its concept. From its promising beginning, the Show steadily lost these basic exhibitors, and filled up with peripheral displays related, not always closely, to wooden boats. It appeared that it was just too costly for the typical small wooden boat builder to participate, the cost of space, the cost of accommodation in expensive Newport, the cost of five days away from the shop.

So now what? I have always been a believer in a wooden boat show, or perhaps more exactly, in a gathering aimed at bringing the wooden boat builders together for an annual event where they could display their work and where the interested public could plan on seeing a large variety of boats and their builders in one location. The Newport format, with its high overhead location, had to go the commercial trade show route, and so the high costs of participating in what was not a "selling" show, discouraged small builder participation.

There are other ways, though, and an outstanding example has been the festival held annually in Seattle, Washington, run by the Center for Wooden Boats. Here, with a non-profit organizer, lots of volunteers, and opportunity to participate at no cost other than time, travel, and daily living expenses, a very successful gathering has developed over ten years. "Festival", rather than "show", establishes an attractive ambiance, in my view.

The opportunity to get something of this sort started here in New England is at hand. With Newport bowing out, I now feel it's time to encourage this alternative sort of event, with a more "festival" ambiance. Not that builders would not attempt to encourage prospects for their work, but rather that it would be done in a low key, non-commercial fashion at minimal cost. By being there with their boats, talking to interested prospects who come, and handing out necessary literature. The opportunity has been provided by Strawberry Banke in Portsmouth,

New Hampshire, a recreation of an early Portsmouth community. They have expressed a desire to hold a small boatbuilders' get-together for one day only, Sunday, July 23rd, on the expansive green of their historical village, located adjacent to the Piscataqua River waterfront.

Dave Dupee, who is an active volunteer at Strawberry Banke, and who builds those 1/4 scale Piscataqua Dorries as a retirement business, brought this to my attention, and we decided to join forces with Strawberry Banke to see what could be done. Like any new venture, this first year will be a trial affair, we will arrange what we think will be a pleasant and enjoyable summer Sunday get-together for anyone involved in wooden boats, especially small boats. Depending on the resulting event's appeal, both to builders and to the interested public, we'll move on in coming years to fully develop this way of presenting the wooden boat trade; or we'll forget the idea. The latter, I think, is unlikely.

Now in early March we're just getting our overall plans together. It's not a complicated task as we envision an uncomplicated event. Any builders of wooden boats that can be trailered to the location will be welcome to participate, no cost. Access is easy, parking available. Amateur builders wishing to display their work are as welcome as professionals. There's plenty of room in a very pleasant location.

On the same day, an annual rowing race for traditional pulling boats will take place from the waterfront park across the street from Strawberry Banke. Participation in this, or spectating, will provide added pleasure for the wooden boat enthusiast.

Anyone wishing to attend the event on the Strawberry Banke grounds will be charged only the normal admission to the grounds, which are themselves of interest to those who like maritime history subjects.

The overall intent we have is to develop an annual gathering for traditional boat folks that is free of the high cost, high pressure, marketing and promotion atmosphere, and instead provide a pleasant low key environment for the small boat builders to meet the interested public and present their work. We feel this is appropriate to this "craft" type of trade. It remains to be seen if the trade, and you, the interested public, agree.



Your Commentary

NO BOATS IN THE BACKYARD

Another example of how stale our society is becoming: I just learned that a certain development in York, Maine, is trying to keep its "executive" ambiance by forbidding the homeowner to keep a boat in the yard. One homeowner explained that keeping a boat in the yard compromises home values and that viewing a blue tarp over a vessel is offensive to neighbors. What! Where I come from, a boat in the backyard is prestigious. Either it means you make an honest living from the sea or you can afford the luxury of a "yacht", even if it is only a homemade punt. In both cases, the owner of the vessel has the good taste to enjoy boating.

As I understand it, this development wants to retain its "colonial" flavor. "Colonial" is defined as having an attached garage (heaven forbid detachment), earth-tone colors only (white looks too much like vinyl siding), no outbuildings, and you must absolutely have shutters. Our colonial ancestors will roll in their graves at the sight of this sort of housing under that name. As I recall it, the old homes did not have garages, were commonly white, yellow or unpainted, and had evidence that working folk lived within, such as boats, wagons, and plows in the yard. This new attitude is consistent with Maine's new slogan, "The way life should be," and is turning this state into a hokey vacationland. Are these homeowners crazy? A quarter of a million dollars and you cannot even store your boat out back!

I'm sure York is not the only town with developments with such restrictions, and I view this as an indicator of the narrowing vision of personal rights. I can almost hear one of these homeowners claiming, "Hey, I work 60 hours a week, so if you're going to have fun, at least don't show it!". It is too easy to criticize the homeowner associations that create these covenants; however, the burden lies with homeowners who choose to live in these contrived communities. Those who prefer such sterile environments may stay, but the rest of us should attempt to preserve our liberties. We should be free to spend a Saturday sanding the bottom without worrying about offending neighbors.

I can't afford a "yacht", let

alone an "executive" home, but my kayak will remain out back as long as it is still legal, or until my neighbors run me out of town.,

Maureen Graves, Sanford, ME.

WATERFRONT PROPERTY & TEENY BOATS

We could not agree more with your commentary on the use of costly boats as "waterfront property" moored in marinas (February 15th "Commentary"). Perhaps such a big boat moored in an expensive marina with good facilities and a real waterfront view is a reasonable substitute for a much more costly summer home. But how to explain why anyone would put a \$50,000, 30' boat into a marina slip, never to be moved, that offers as its only view Shea Stadium, Grand Central Parkway, the cement plant across the bay, and LaGuardia Airport? A place where conversation is often impossible due to the unremitting roar of low flying aircraft!

Boats are for going places, like a turtle, with your home on your back. Perhaps to stop and stay awhile in self-sufficiency in some pleasant or necessary place, but to then move on again when the spirit or circumstances dictate.

We have read with interest about readers who are into teeny-weeny boats although we are not so inclined ourselves. This has given us better understanding of them when we see them braving the East River (what could pass for a pretty good whirlpool is visible just off Roosevelt Island as I write this), Long Island Sound at dusk, and Raritan Bay, a good long paddle from anywhere. If we owned a bigger boat than our 26' Dawson sailboat, I'd love to carry along a couple of teeny boats, a proper sailable pulling boat and a kayak. Presently all we can fit aboard is our inflatable.

I badly wanted a kayak of my own as a small boy in Marblehead, and nearly drowned doing an inadvertant eskimo "half-roll" in a surplus fighter plane wing tank. You may remember those. Tear drop shape, cut a hole for a cockpit, and voila, the world's most unstable instant kayak. Some of the girls could keep the damn things upright, and even paddle them, but none of the boys could.

Peter Brennan, New York, NY.

HOBIE CAT COUNTRY

I recently visited a friend who has moved to Brunswick, Georgia. Beautiful hard-packed beaches open to all. You can walk on them, jog, or bike for miles. Hobie Cat country. I must say that if a person wants action with a capital "A", then the catamaran is THE sailing craft here. In the trade-offs involved in all boating, these shallow waters and wide beaches are a refreshing change, few powerboats venture near, and anywhere is a launching site for a cat.

Dick Popham, W. Hartford, CT.

OLD TIME PLANS COPIES

I have been copying old boat plans out of a collection of old magazines that I have for various people who have inquired. I find it has been costing me about \$3 to copy and mail out any given such plan. So I'm willing to make these plan copies available at that figure, so's I'm not out of pocket on cash expenses involved.

I have made copies of the tables of contents from each magazine involved and have some more yet to add, such as several old "Sports Afield" boatbuilding issues I've acquired. These contents copies add up to 13 pages now and list each of the boat plans included. I'm willing to send out this list for \$2 to cover expenses. I also have some old books from "Motorboating & Sailing" with many plans by William and John Atkin published in them. I probably now have between 75 and 100 plans available.

So far I've found a lot of interest, including requests from Canada and even Monrovia, Liberia!

E.G. Ragsdale, P.O. Box 48, Westlake, OR 97493.

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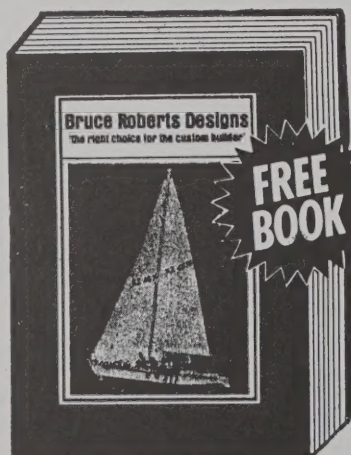
THE ACA IS THERE FOR YOU

MYSTIC KAYAK CLINIC

The Mystic Community Center will conduct a one-day coastal kayaking clinic at its facilities in Mystic, Connecticut on May 20th. Subjects to be covered include introductory material for beginners, paddle strokes, rescues, navigation, expedition planning and programs on local birds and the Connecticut coastal environment. Anyone interested in presenting a slide show on kayak tripping to interesting places (Alaska, Belize?) or who would like to present a program on kayak building is invited to come forward. Entry will be limited to 90 persons, so registration in advance is urged. On the Sunday after, some on-the-water local trips are planned from 10 a.m. to 2 p.m. Contact the Mystic Community Center at (203) 536-6691 for information and registration.

TOWNIE RACING CLINIC

The National Town Class Association will host a racing clinic on April 14th at 7 p.m. at the Port Hole Pub in Lynn, Massachusetts. Two past Town Class champions will conduct a mock regatta matching racing tactics through each leg of the course, explaining the reasoning involved and answering questions from interested persons on hand. Dinner and a social hour are offered, RSVP on the dinner please. Contact Robert Wilson, 43 Louis St., Chelsea, MA 02150, (617) 884-9337 or John Russell at (617) 631-9229.



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120 page 4-color book tells how you save on every stage of your boatbuilding program. Book covers custom building in STEEL, GLASS, WOOD/EPOXY, etc. Details on each technique plus Study Plans and color photographs of over 100 Sail and Power boats. Free book sent bulk mail, allow 6 weeks or send \$2 for 1st Class. BRUCE ROBERTS, PO Box 1086-K Severna Park, MD 21146

HAPPENINGS

ROCKPORT APPRENTICESHIP SUMMER WORKSHOPS

Seven workshops for adults and two for children are scheduled during August at the Rockport Apprenticeship in Rockport, Maine. Subjects to be covered include: Build Your Own 9' Norwegian Pram and Take It Home, with Bruce MacKenzie; Hardening and Tempering Tools, with Bud Oggier; Boatbuilding for Women, with Lucy McCarthy; Boats in Different Mediums (illustrating), with Buck Smith; Sensing the Sea, an Expedition, with Capt. Bill Zuber; Coasting, with Roger Taylor; and Traditional Decorative Marine Carving with Jay Hanna. The childrens' workshops are: Wow, I Made That! An Introduction to Woodworking with Joe Barry; and Little Boats That Float, with Ce Koeste. Courses range from one day to two weeks. Fees run from \$20 to \$765. A detailed brochure is available from the Rockport Apprenticeship, P.O. Box 539, Rockport, ME 04856, (207) 236-6071.

FRIENDSHIP SLOOP FORUM

The Rockport (Maine) Apprenticeship is hosting a weekend "Friendship Sloop Forum" April 21-23, featuring a panel of experts on the design, building and sailing of this famous classic boat. Focus is on the 37' Friendship under construction at the Apprenticeship for Frank Snyder, Commodore of the New York Yacht Club. Friday evening a reception will be held, Saturday is an all day panel discussion program, and Sunday there will be a limited number of openings for a program on building a Friendship sloop half model. The cost runs from \$75/individual to \$125/couple for Friday and Saturday, \$35 for Sunday. If this sounds interesting, request the "Friendship Sloop Forum" brochure and registration form from the Rockport Apprenticeship, P.O. Box 539, Rockport, ME 04856, (207) 236-6071..

WOODEN CANOES TO GATHER

July 27th through 31st are the dates for the annual gathering of the Wooden Canoe Heritage Association, returning this year to the northeast at Paul Smith's College in Paul Smiths, New York. A full program on the traditional wood/canvas canoe is planned, in recent years over 200 enthusiasts have gathered together to share their enthusiasm for this craft. To get full details as they develop, write to the WCHA, c/o Tom & Karen MacKenzie, 525 Orchard Dr., Madison, WI 53711, (608) 231-2192.

BOATBUILDING WORKSHOPS AT SOUTH STREET

South Street Seaport in New York City has scheduled several intensive weekend boatbuilding workshops for those interested in learning the fundamentals of wooden boatbuilding. Resident builder Mike Bull will conduct these workshops on April 28-30, May 19-21, and June 23-25. For details and registration, (212) 669-9416.

AND A SHIP IN A BOTTLE

Also at South Street, on June 17th, Glenn Braun will conduct a one-day workshop on building a ship model in a bottle. Chosen vessel is the Museum's 1893 fishing schooner, "Lettie G. Howard". Reservations for the course, (\$12 fee) at (212) 669-9416.

CANOE CRUISING

The American Canoe Association New England Canoe Cruising schedule for 1989 starts off on April 15th with a 7 mile cruise on the Wood River in Rhode Island at the Rt. 165 access to Wyoming Pond. Contact Gary Point, 7 Hemlock Dr., Barrington, RI 02806, (401) 246-1356.

NISSEQUOGUE RIVER CANOE CLUB

The Nissequogue River Canoe Club is located in the Northport, NY, area on Long Island and conducts a number of outings throughout the year. Events scheduled for April and May are as follows:

April 15-16. Catawissa Creek, PA, Class I & II, camping on an island. Rich Bousquet, (516) 673-0558 eves before April 12th.

April 22. Cedar Creek, NJ. Joe Spahalski, (516) 587-5468.

May 6-7. Battenkill, VT, Class I. Four reservations left. Rich Bousquet, (516) 673-0558 eves.

May 11. Club meeting, Northport, NY. Joe Spahalski, (516) 587-5468.

May 21. Peconic River, explore Long Island. Marion Marchesi, (516) 997-3448.

May 20-21. River training workshop. Joe Spahalski, (516) 587-5468.

May 27-28. Toms River, NJ, Pine Barrens, Class I. Camping. George & Mary Ellen Jones, (516) 265-1773.

May 27-29. Harpers Ferry, WV. Many clubs gather for various levels of whitewater. Rich Bousquet, (516) 673-0558.

May 29-June 2. Pokemoke River, MD, Class I. Camping. George & Mary Ellen Jones, (516) 265-1773.

BOATBUILDERS GATHER AGAIN AT CLEARWATER

Once again small boatbuilders are invited to gather at Clearwater's Great Hudson River Revival on the campus of the Westchester Community College in Valhalla, New York. The dates are June 17th and 18th. There is no charge for participation. Arrangements must be made in advance, however, so if you think you'd like to display your small boat creations, contact Stan Dickstein for registration forms at the Clearwater Boat Committee, 112 Market St., Poughkeepsie, NY 12601, (914) 454-7951.

SMALL BOATS AT STRAWBERRY BANKE

On July 23rd, builders of small traditional type boats from around New England will gather at Strawberry Banke Museum on the historic Portsmouth, New Hampshire, waterfront for a one-day "Small Boatbuilders Get-Together". Professional and amateur builders of small boats are invited to take part by displaying their work, no fee of any sort is involved. Publicity aimed at attracting the public interested in such boats will be widely disseminated and it is expected that the event should attract a nice crowd of small boat enthusiasts or would-be enthusiasts. An annual rowing race for traditional pulling boats held on the adjacent Piscataqua River will take place during the day. Interested builders, professional or amateur, are invited to inquire for further details from Bob Hicks, 29 Burley St., Wenham, MA 01984, (508) 774-0906. More details in upcoming issues as plans progress.

HERRESHOFF MUSEUM OPENS

The Herreshoff Marine Museum in Bristol, Rhode Island, opens for its 1989 season on May 1st, and will be open Tuesdays through Sundays from 1 to 4 p.m. There is no admission charge. The museum was founded in 1971 to collect, preserve and display artifacts connected with the famed Herreshoff Manufacturing Company. The collection includes a number of yachts as well as memorabilia and photographs. The museum is located at 18 Burnside St. in Bristol, RI. Telephone is (401) 253-5000.

BLACK BELL CLASS?

John Karrer of Taunton, Massachusetts, is looking for information on a one-design class of English-built sailboats, 14' centerboard sloop rigged (marconi) with a black bell emblem on the mainsail. Anyone knowledgeable about this is invited to contact John Karrer at 10 Rockland St., Taunton, MA 02780, (508) 822-1314.

SOURCE TO THE SEA CANOE TRIP

The Merrimack River Watershed Council has scheduled its annual "Source to the Sea" canoe trip for June, starting off on June 1st at the headwaters of the Merrimack River in Lincoln, New Hampshire. A "core group" will paddle the entire length of the river to the sea at Salisbury, Massachusetts, arriving there on June 16th. Enroute they will conduct environmental programs at scheduled stopping points. Day trippers wishing to go along on any given day of the trip are invited to take part. Experienced paddlers wishing to join the "core group" for the entire 16 day trip are also welcome. For further details, Merrimack River Watershed Council, 694 Main St., West Newbury, MA 01985, (508) 363-5777, or 54 Portsmouth St., Concord, NH 03301, (603) 224-8322.

THE MERRIMACK IN 1869

The Merrimack River Watershed Council has reprinted a limited edition of 250 copies of J. W. Meader's 1869 book, "The Merrimack River, Its Sources & Tributaries", for those interested in the history of this river. The 306 page book is printed on acid-free paper, is bound in hand-sewn blue buckram with gold lettering, and will be available on a first-come, first-served basis until May 1st at \$25.95 (plus \$3 shipping, etc). After May 1st any remaining copies will be priced at \$32.95. The original 1869 map of the river is included in a pocket inside the back cover, which will also hold your 1980's MRWC map. To order, Merrimack River Watershed Council, 694 Main St., West Newbury, MA 01985, or 54 Portsmouth St., Concord, NH 03301.

JUNIOR SAILING TEAM

Serious yacht racing is not something we devote much attention to, it has plenty of its own media attention. But, a notice from the U.S. Yacht Racing Union about the establishment of the USYRU/ Rolex Junior Sailing Team Program might be of interest to someone. This is a season series from coast to coast for youth up to and including 19 years of age, designed to provide national status to encourage more youth participation in sail racing. The program is administered by Lee Parks at P.O. Box 209, Newport, RI 02840, (401) 849-5200.

SUFFOLK MARINE MUSEUM SMALL CRAFT CLUB

As a result of a successful winter lecture series which was offered at the Suffolk Marine Museum, concerning the construction and history of traditional small craft, the curatorial department is forming a museum sponsored small craft club. Over 45 participants expressed interest in joining initially.

The purpose will be to foster appreciation and use of traditionally designed and built small craft, with particular emphasis on Long Island watercraft. Programs will include lectures, hands-on workshops, demonstrations and on-the-water meets. Traditional designs built in contemporary materials are included. Membership is open to anyone who is a member of, or joins, the Suffolk Marine Museum, at no additional fee. For enrollment information, call Mrs. Dorothy Hoffman, Registrar at (516) 567-1733.

On-the-water meets will be open to craft propelled by oar, paddle or sail, or any combination thereof, that are under 20' length overall. Motorized craft are NOT included. The first such event will be on April 1st at the Museum's boat basin, from 9 a.m. to 12:30 p.m. (notice was received too late for earlier publication, ED.). The Suffolk Marine Museum is located in Suffolk County Park, Montauk Hwy. (27A), in West Sayville, NY, on the south shore of Long Island.

NORWALK RIVER ROWING CLUB

The Norwalk River Rowing Club of Norwalk, Connecticut, is now into its spring schedule. On Saturday and Sunday interested rowers leave the Club at 9 a.m. and row to Peach Island by 9:30 a.m. From there the day's course is then decided upon. Later in spring, Wednesday evening rows will leave at 6 p.m. For recorded information call (203) 847-4041 after 8 p.m. the evening prior or before 8 a.m. on the morning of the row. Or call Gail or Ed Rogers at (203) 846-3649 anytime before 9 p.m. Also available are daily "before work" exercise rows at 5:45 a.m. and retired and vacationer rows at 8:30 a.m. Destinations include various of the Norwalk Islands and adjacent shoreline beaches.

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Dave Getchell projects great sincerity when he talks about his current project, the Maine Island Trail Association. There's no mistaking his enthusiasm for this altruistic endeavor. He is so sincere that he was able to talk comfortably about outboard powered boats enjoying the Trail, co-existing with the kayaks, canoes and small sailing craft, to nearly 100 outdoor types who had gathered in early March at REI Sports' store in Reading, Massachusetts. That's pretty impressive, when your audience has a very large majority of environmentally activist folk of the sea kayak persuasion.

Dave's creation, for it really is that, is intended for anyone wishing to camp-cruise the Maine coast, not just for the purists of paddle, oar and sail. As much as anything, this is due to Dave's personal preference for an 18' aluminum skiff with a 25 hp outboard on it. In bygone years Dave's gone off to cruise the Labrador coast in such a rig, and he's a convinced believer in the utility of this sort of boat. So, if he's going to develop the Maine Island Trail, using his outboard aluminum skiff, then that sort of boat is going to be welcome. I heard no disgruntled comment, up front or aside. Open minded group of people.

When I term The Maine Island Trail as Dave's creation, this is not to say he owns it. It's a public facility concept, utilizing state owned islands and, increasingly, some privately owned ones. It's Dave's creation because he's the one who has devoted the time, energy, vision and persuasion to bringing it into being. Dave had a great foundation on which to develop this concept in Bill Gerber's "Maine Coast Canoe Trail", a route from Portland to Pemaquid developed by Bill and friends from the Appalachian Mountain Club about ten years ago now. We carried a four-part series on that creation back in 1985.

With this as a proven, if underutilized, model for a coastal trail for small craft, Dave conceived of his bigger vision while involved with the Island Institute, a group of Maine island owners and well wishers. Dave has been editing their annual publication, because he has that expertise. Anyone who read "National Fisherman" in the '70's and the early "Small Boat Journal" will know about Dave, he edited both. Since SBJ went to new ownership, Dave has continued to do his "Gunkholing" column in that publication. But, after parting company with the "National Fisherman" owners a number of years ago now, Dave Getchell has been sort of free lancing his work.

So, he had the time it was going to take to make this island trail concept a reality. There are several thousand islands on the



Maine coast that are state owned, the vast majority rocky ledges often submerged at high tide. There are many attractive privately held islands also, just about all closed to public use, understandably. To work out a route a small open boat could travel safely along this coast with easy to reach overnight stops on islands along the way, was going to take not only a lot of book and map work in the office, but time out on the water investigating the potential of islands to possibly be incorporated into the trail.

And it was also going to require persuading the state to accept the concept and actively support it, and to gradually include more open minded owners of private islands. Well, Dave's sincerity works on these people too. In one year he's developed a marvelous cooperative relationship with the Maine state departments that have jurisdiction over these islands. He's also persuaded several owners of private islands to join the concept, with more in the wings waiting to see what happens to the pioneering private island holders who let the "public" stop overnight by small boat.

To achieve all this needed more than persuasive talk, and the sincerity I mention isn't just in Dave's manner of explaining his concept. He's set about to develop a user ethic for these islands that is essentially the low impact one of leaving no sign of your overnight stay, of tidying up any mess someone less thoughtful might have left behind, of working with public officials and private island owners on selected improvement projects on some islands. To ease the concerns of those who own the private islands, access to these will be limited to members of the Maine Island Trail Association.

This is the organization Dave's put together to provide the user support and cooperation this trail will need to work. Much like the Appalachian Mountain Club was in its early years, users will do the necessary maintenance and self-policing required to maintain

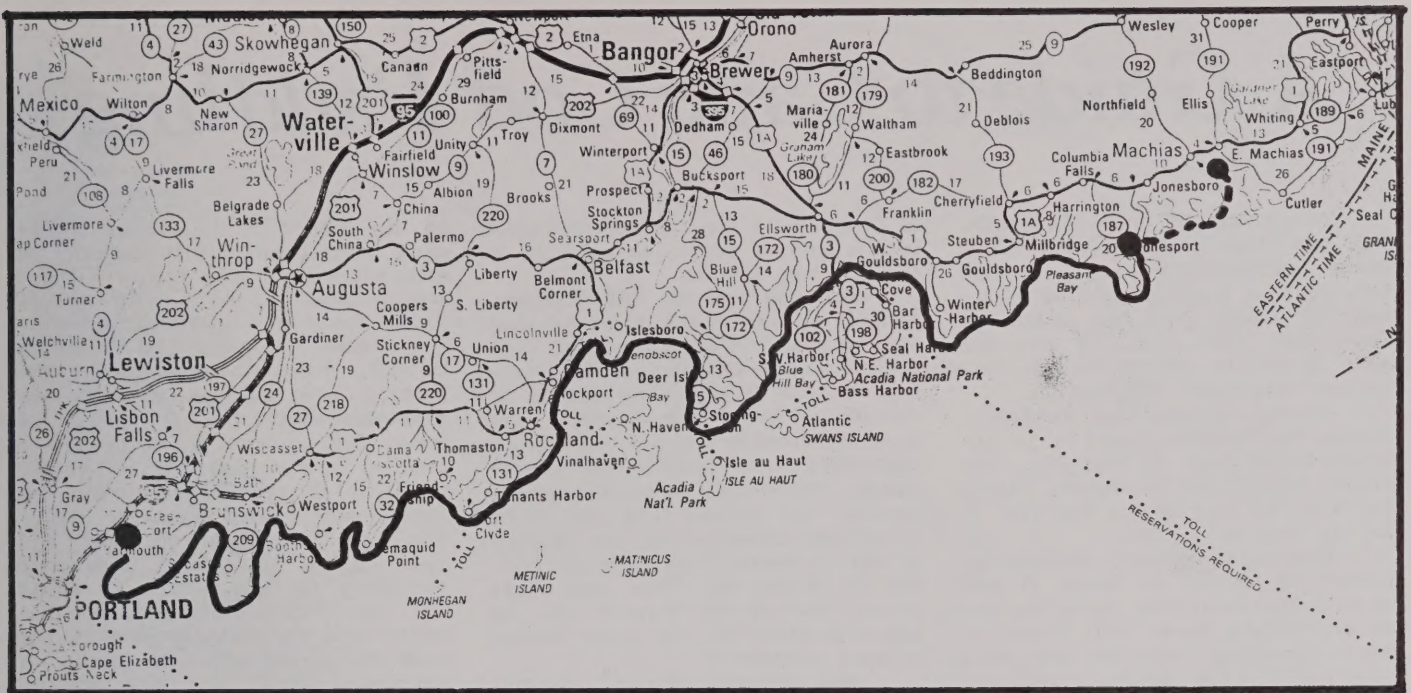
their welcome on the islands. While the state islands are open to all, they feel better about having this user group in existence. One thing land managers cannot easily do is reach the users of the land they administer for cooperative support on an individual basis. They can best achieve this through user groups. The Maine Island Trail Association is the user group for this coastal small boat trail.

As of year's end, over 500 members had signed up, Dave's estimate of about 150 was exceeded three-fold. He underestimate's his influence on people, if not the appeal of the concept.

What does one get as a member of the Maine Island Trail Association at \$15 individual or \$25 family? The tangible benefit is the comprehensive guidebook to the trail and its available overnight island stops, in a loose leaf binder with provision for updates and revisions as they become needed. In this guidebook are instructions on using the trail, notes on dangerous areas in certain weathers, and details of the trail, section by section, using what Dave calls "charts" to illustrate locations of the route and the islands included. These are copies of nautical charts and should be used only as guides to do any actual navigation on the real charts, which cannot in any way be fit into even a loose leaf guidebook.

The intangible benefits are those of similar organizations, the group effort to develop, preserve and promote the enjoyment of a recreational resource. To the degree that one wishes, participation can range from passive financial support in a paid membership, to active undertaking of specific tasks on behalf of all.

As an example of the latter, Bill Gerber, who did that pioneering canoe trail, has undertaken to develop an array of portages to allow bypassing some of the more dangerous headlands and capes along the way. Bill's focussing his search on historically accurate locations of former Indian portages. He's just getting underway, but



has three confirmed in the western-most end of the trail, where he did all his earlier work. He says he's pretty sure of a dozen more, but has to go have a look.

One of Dave's most recent achievements is the development of a working arrangement with the National Park Service to establish an approximately one-mile portage across the neck of Schoodic Point east of Mt. Desert Island, to eliminate the dangerous waters off that point where strong tides, currents and winds can combine to create really threatening sea conditions. This portage will even include emergency overnight camping for people travelling only along the trail by boat. No signs, no arrows, but trail users will know its there if need arises.

Dave looks ahead in 1989 to doubling the membership even as he adds more islands to the system. Judging from the turnout at the Boston (Reading) meeting, he'll have no trouble. It's a full time job for this retired journalist/writer and he doesn't do it for nothing. Any major recreational group effort of this sort cannot survive long on the start up enthusiasm of the early volunteers. Dave knew this, and so a portion of the membership dues go to paying him a very nominal salary indeed. What's nice about this is that the money is going to the person who put it all together and believes so wholeheartedly in it, not to some "professional" manager hired in from management school. Dave and his wife Dorry do all the

paper work, of course, along with Dave's role as ambassador and promoter. And, of course, he gets a lot of time out there along the Maine coast checking out what might become part of the trail. "The pay may not be much, but the benefits are great," is Dave's view.

To wrap up this report on Dave Getchell and the Maine Island Trail Association, I'm reprinting here his editorial remarks from the "MITA Update", winter '88-'89. And if you want to know more, or wish to join, contact the Maine Island Trail Association, 60 Ocean St., Rockland, ME 04841, (207) 594-9209. If you call and are informed you've reached the "Island Institute", that's okay, as MITA is a division of that group.

Report by Bob Hicks

Year of Testing

The impact of our low-impact approach to island use is turning out to be very powerful. Not only is it effective in keeping islands in the Maine Island Trail system in fine condition, it is also opening doors in agencies and organizations as well as winning new friends among owners of private islands.

Its long-term effectiveness will be just as strong as our determination to continue following this approach ourselves and encouraging others to do the same. In fact, this second season of full operation will be a testing time in many people's eyes. The Maine Island Trail Association will be judged on what it does and does not do. More islands will be opened to us and more opportunities will unfold in direct proportion to our ability to maintain them in their natural state even while we use them. And in this case "maintain" is the correct word.

A certain amount of effort is needed to keep even rocky islands from showing wear. How to do this is outlined in detail in the "Low-Impact Camping" section of the guidebook, and every member should be familiar with the methods, use them, and refine the approach to an even higher degree. There's nothing difficult about low-impact camping — it's just another way of doing something — and even if you

consider it tedious, bear in mind that it is self serving, that it improves your surroundings and opens lands to you that would otherwise be closed.

Some may think I am climbing far out on a shaky limb when I promise private owners that MITA will provide work in return for use of their islands. But my experience to date shows that members not only are willing to do such work, they will welcome the chance. There is nothing like a legitimate excuse to encourage one to shove off for a day or weekend on a beautiful island. If brush cutting or beach cleaning is part of the cost, so be it; we all have tougher expenses to pay. And if we get to know a new island and maybe its owner, so much the better.

While our approach is nothing new, perhaps our concept is a new twist to an old knot. What we are doing, in effect, is building our own park system in which, for all intents and purposes, we are the managers. There are skeptics on the sidelines who doubt it can be done. But there are always skeptics.

I believe we can succeed, if for no other reason than so little is required for such large rewards.

David R. Getchell, Sr.
Trail Coordinator

A Guide to Cape Cod Paddling

Chuck Wright of N. Falmouth, MA, has often written of kayak and canoe outings he's taken, and now he's sent on a comprehensive directory of places you can paddle on Cape Cod. Cut this one out and keep it for the coming season, this is good first-hand information.

Scorton Creek, East Sandwich: Access to Scorton Creek is in the conservation land on the south side of Rt. 6A in East Sandwich. Paddle to Cape Cod Bay or, if the tide is in, up into the marsh.

Barnstable Harbor, Barnstable: Launch at marina or beach at end of Mill Way to explore Great Marshes and Sandy Neck. Mill Creek is worth paddling into for the tidal drop under the bridge, and the view. Alternate locations to launch are at the end of Scudder Lane or Navigation Road in Barnstable or at Gray's Beach at the Bass Hole in Yarmouth.

Chase Garden Creek, Yarmouth: Putting in at Gray's Beach in Yarmouth also gives access to the marshes of Chase Garden Creek.

Walkers and Mill Ponds, Brewster: There is access off Slough Road at the lower end of Walkers Pond. Paddle through the three ponds to the mill and herring run at the upper end of Lower Mill Pond. You can land and walk around here. This is an especially interesting paddle in spring when the herring are coming up Stony Brook.

Wellfleet Harbor, Wellfleet: Launch at the town pier in Wellfleet. Among the attractions are Great Island, part of the National Seashore; Jeremy Point, site of a community which receded into the water; Billingsgate Island and the nearby target ship; and Lieutenant Island which is where many whales have become stranded over the years.

Nauset Marsh, Eastham: Launch at the end of Hemenway Road in Eastham. This area is largely National Seashore and a popular spot for birdwatching. The barrier beach, site of the Outermost House which was destroyed in a great storm a few years ago, is ever-changing.

Pleasant Bay, Orleans: Orleans has several small town landings where you can launch (year round without a sticker, I think). The Friends of Pleasant Bay, P.O. Box 845, South Orleans, MA 02662, recently published an invitation to canoeists to paddle upper Pleasant Bay, in which locations of town landings and description of the Bay are shown. You can paddle on down

to Chatham to see the recent break in the barrier beach, or even on to the Monomoy Islands.

Monomoy Islands, off Chatham: Launch at either the town landing on Oyster Creek at the end of Barn Hill Road in Chatham or at Hardings Beach nearby. The inside or western side of the Monomoy Islands (there are two now) is within two miles. The islands are a protected wilderness area especially popular for spring and fall bird watching. Camping on the islands is not allowed. This area is constantly changing. The peat that formed behind the islands can be found exposed on the outer shores in some places.

Bass River, Dennis: Launch off Main Street in West Dennis to explore the Cape's largest river, which is tidal right up to Mill Pond at its upper end.

Lewis Bay, Barnstable: There is a town landing in the upper bay at the end of Columbus Avenue. Follow Lewis Bay Road to Willow to Arlington to Columbus Avenue.

The Bays at Osterville, Barnstable: There are several landings in this area but I like to launch at Prince Cove. Take Prince Avenue off Route 28. Tide is not much of a factor here, I ignore it. Tour around Grand Island with a lunch stop on Dead Neck. You will pass the historic Crosby Yacht Yard, home of the Crosby Catboats and Wianno Sloops.

Mashpee River and Popponesset Bay, Mashpee: Launch at the town landing at the end of Mashpee Neck Road. Tide is very definitely a factor in getting up the Mashpee River as it virtually dries out at low tide. Add about two hours to the time of high tide in the Sound. The upper river is surrounded by conservation land, and once past the last house you could imagine yourself in a wilderness. By way of contrast, on the west side of the lower bay is New Seabury, one of the earlier and more attractive housing developments, with a network of canals on which you can paddle.

Waquoit Bay, Falmouth: There are two town landings to choose from. One on the Childs River just west of Edwards Boatyard has a large parking lot on Rt. 28 in East Falmouth. The other down Waquoit Landing Road off Route 28 has limited parking. Waquoit Bay is largely surrounded by state owned Washburn Island on the west and South Cape Beach on the southeast. Washburn Island is about the only place you can legally camp on the water

on the Cape. It is coming under more control but family camping is still allowed on the island without reservations. This is another area where the tide is of little concern.

Woods Hole and the Elizabeth Islands, Falmouth: Launch at the landing next to the aquarium on Albatross Road in the village of Woods Hole. Parking is always a problem but day parking is usually available around the corner on Bar Neck Road if you get there early. You can also drop off boat and gear, drive back to a Steamship Authority lot and return by shuttle. The Woods Hole/Elizabeth Islands area is probably one of the most intriguing areas to paddle on the east coast, and one of the trickiest. The tides in the Hole are notorious but not insurmountable. Plan your trip to go with the tide as paddling against it is almost impossible. A trip across the Hole to Hadley Harbor is well worth the trouble. There are guts from Hadley Harbor to both Vineyard Sound and Buzzards Bay which are passable to small boats. It is 17 miles to Cuttyhunk from Woods Hole, but Robinson Hole at the end of Naushton Island is about half that distance.

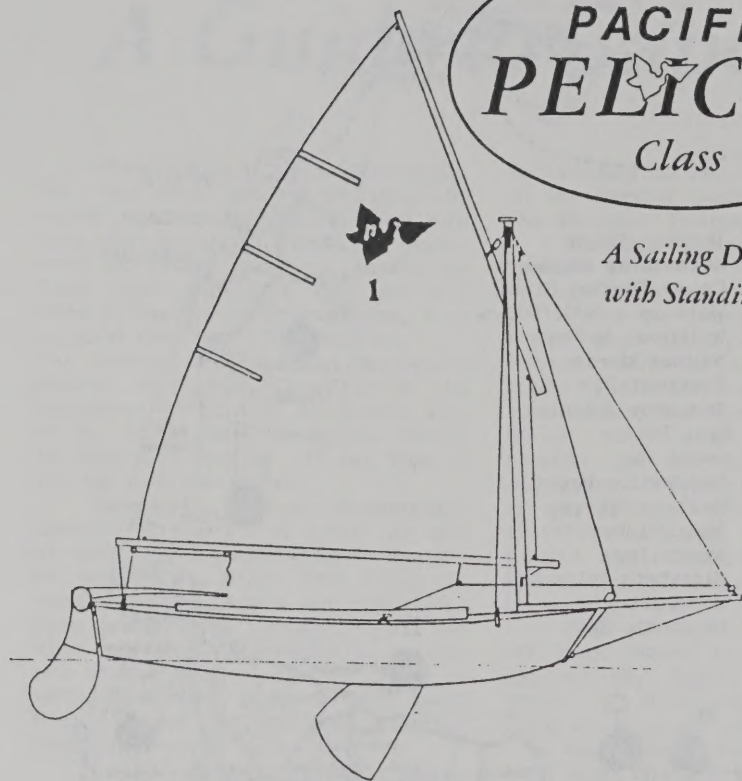
Buzzards Bay shore, Falmouth and Bourne: There are numerous launching places around Buzzards Bay to paddle sections of the shore. They include the end of Quisset Harbor Road in Quisset; next to the town docks in West Falmouth (Old Dock Road); and North Falmouth (end of County Road); and the end of Barlows Landing Road or next to the Shore Road bridge over the Pocasset River in Pocasset. Launch into Buttermilk Bay at the town beach and ramp just north of the west end rotary in the town of Buzzards Bay to paddle by the Maritime Academy, the western entrance to the Canal, and the upper reaches of the bay.

A general note: Many of these launching areas restrict parking to residents with town stickers between Memorial Day and Labor Day. A few do not. Exploring along the shores is frequently best done at or near high tide. Many of the marshes and creeks dry out, or nearly so, at low tide. In other areas, the flow is difficult or impossible to paddle against. Generally the tide is of least concern along the Vineyard Sound shores as the range is only about two feet. In Buzzards Bay it is about four feet and in Cape Cod Bay about eight feet.

Chuck Wright, N. Falmouth, MA.

PACIFIC PELICAN Class

*A Sailing Dory-Pram
with Standing Lug Rig*



LOA (without bowsprit).....14' 7"
FLOOR LENGTH.....13' 1"
BEAM.....6' 7"
DRAFT (Bd. up, loaded).....5"
DRAFT (Bd. full down).....44"
Wt. (All up/all 3/8"/glassed)....600#
Wt. (1/4 decks & sides/glassed)..540#
SAIL AREA (Main).....105' sq
SAIL AREA (Jib).....40' sq
FREEBOARD (Above wl).....24"
COCKPIT LENGTH.....8'
CAPACITY.....1000#
(4 adults, motor, gas, gear)



BUILDING THE PACIFIC PELICAN

The "Pacific Pelican" is a special creation, much loved by those who have come to appreciate the logic behind her design, not only in use, but in building. We are grateful to Captain Bill Short, who came along to design the original "Pelican" (12') in 1959, and later the "Great Pelican" (16'). It's pleasant to hear Bill say that our "Pacific Pelican" (14'7"), after 30 years with the 12' and 16' versions, finally completes a perfect family.

Bill has worked closely with my father, Ed Barlow, and me since 1982 in this joint design effort. After two 1/4 scale models, two full size prototypes, and uncounted hours of design meetings, Bill enthusiastically endorses the "Pacific Pelican" and our making it available to amateur boatbuilders with our book and comprehensive plans.

Dinghy cruising is a low cost way to have fun and adventure on the water and has given me days and weeks of memorable pleasure. Just because a boat is small enough to fit into your garage and has no cabin, does not mean it is unsafe to sail across lakes and bays, along the coast, or up rivers. A properly designed sailing dinghy of around 16' can take you places in safety and comfort for thousands of dollars less investment than an 18'-20' trailer sailer with a tiny cabin.

The "Pacific Pelican" is specifically intended to meet these criteria of safety, comfort and low cost. She is deeper, has more storage space and is more stable than a racing dinghy or yacht tender. Although not a racer, the "Pacific Pelican" is fast in a breeze at 7 to 9 knots. The design incorporates the lines of a Banks Dory with the oriental sampan bow. If her lines were extended to the dory's extreme ends, she'd be about 22' long. The pram bow is safe, it will not dig in and cause a broach capsize when running before 30 knot gusts in 3 to 4 foot seas, we know, we've done this on blustery San Francisco Bay!

At 14'7" overall (not including the bowsprit), the "Pacific Pelican" also serves as a deep and dry day sailer for those wanting a boat safe for spouse and children on local outings. Or, leaving the rig behind, the boat makes a great fishing skiff that can be rowed or motored.

But it's when dinghy camping that the "Pacific Pelican" comes into her own. I designed her to have a huge amount of open floor space for comfortable sleeping. I unroll 3" thick foam pads that are stowed in plastic trash bags under the foredeck and slide them in under the afterdeck where they reach from the transom out onto the cockpit floor. This provides 6'6"x4' of

very comfortable bed, with more sleeping room for children alongside the centerboard trunk. The headroom under the afterdeck is so generous that it's comfortable to sleep with the open end of my sleeping bag totally out of any breeze and overnight dew. My body weight this far aft settles the stern just enough to create a level floor.

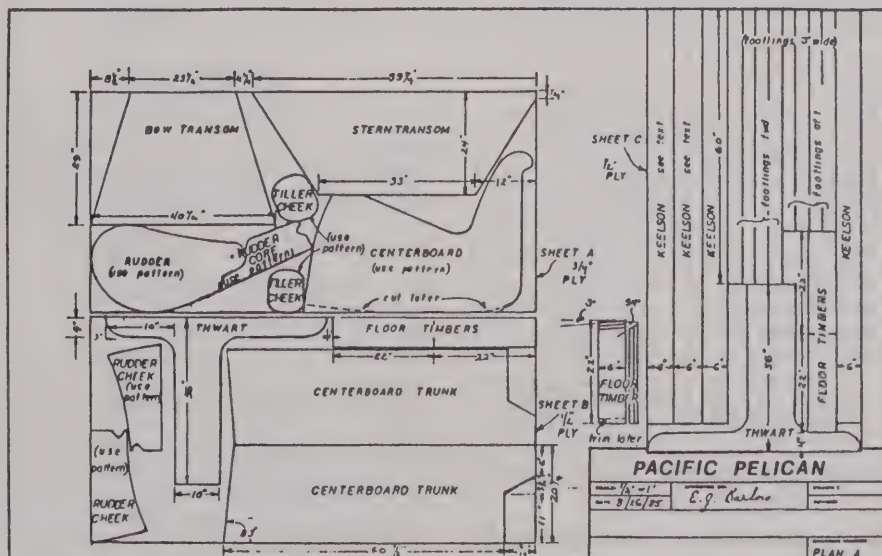
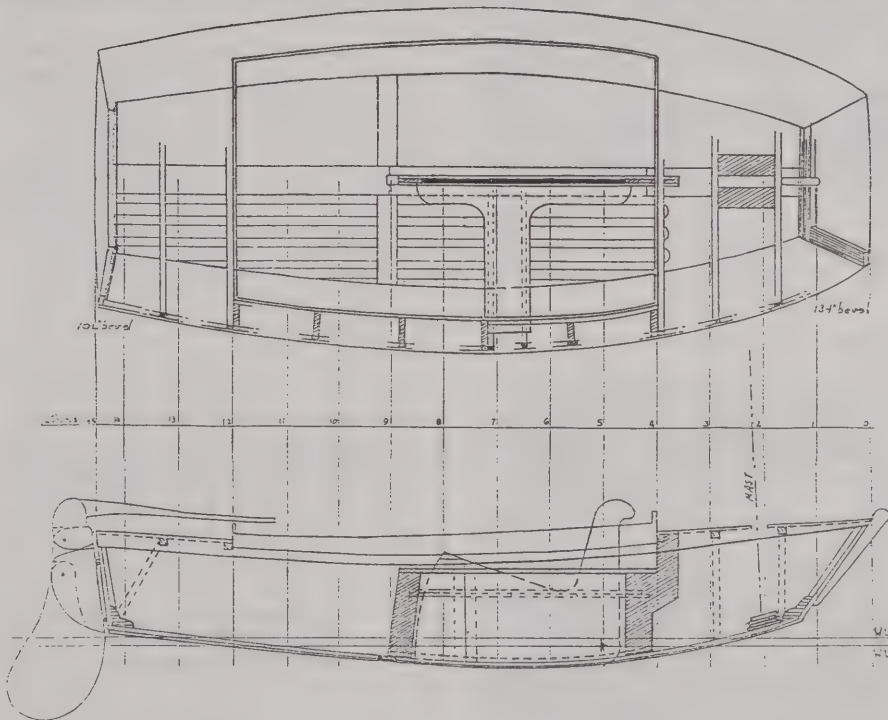
If weather threatens I am prepared. By hoisting the furled sail and boom a few feet further up the mast and securing it in place with a topping lift, I can have a tent with standing head room! The boat is so stable a 220 pound adult can walk on the side and fore decks while setting up such a tent. On an anchor, the boat swings into the wind reliably so that the rear wall of a tent can be kept open for the view, light and air. It can be closed off if it's really nasty outside. A 9'x12' cover makes a 6'x9'x6' tent, with all that dry storage an extra under the spacious foredeck.

Sailing is easily managed with jib and main reefable from the cockpit. The broad beam and flaring dory sides make her very stable, she is very hard to capsize as the wind spills from her lug rig long before she goes over. The all wood construction and flotation designed in make her unsinkable and self righting and she can be made self bailing if desired. Despite the low center of effort of the lug rig, she has good aerodynamics, pointing very high, and planing to windward even with three adults on board, in a 15-20 knot breeze. The helm is perfectly balanced under full sail and she ghosts nicely in very light air.

The centerboard and rudder both kick up, so combined with her flat dory bottom, "Pacific Pelican" is easy to beach. Gunkholing with only 5" draft (board up of course) is easily done. She can go from a fast rough water cruiser to a laid back pleasure barge without any changes other than adjustment of rig and centerboard.

We wanted to make the "Pacific Pelican" easy to build by the home builder, even one with no previous experience at boatbuilding and with only limited carpentry skills. For a resulting boat that anyone can be proud of for performance and pleased with for accommodation, we decided that a plywood boat of modern monocoque construction was the choice. Although building the "Pacific Pelican" is not a small project, it is very straightforward. You will need about 12'x20' of shop space with a level floor and room for table saw and workbench.

Complete plans are provided, six sheets which detail the building jig, hull, plywood sheet layouts and sail/rigging plan. Full size paper patterns are provided for all special shapes like centerboard and rudder. The original 112 page instruction book, a printed and





bound workshop book, not copy machine pages, has an additional appendix devoted to details on water-

tight bulkheads and flotation. We spent a lot of time writing the book, the drawings done by my father, Ed, an engineer, are complemented by many close-up photos. Tool requirements, materials list, shop setup, and notes on many tricks involved in the building are all included. The book was reviewed by experienced builders for clarity and accuracy. Certainly these must be about the most complete small boat plans available!

How long does it take to build? Obviously, this depends on your skill level, but we strongly urge you plan on six months and enjoy doing it right for a good boat, not a shabby one, when launching day comes. The time is not required because of difficulty in the building process, there's just a lot of detail involved. We provide patterns for some parts, and layouts for all parts to be cut from plywood to reduce waste wood. The method of making full size cardboard patterns before cutting the wood is fully explained. There are no difficult bends to make, no soaking, no steaming. Any necessary curvature is achieved by laminating. No lofting is required, all the curves, bevel angles and sections have been worked out so that everything fits. No special tools are required; a table saw, hand

circular saw, sabre saw and power screwdriver speed up the job, though.

Materials are marine grade plywood in standard 4'x8' sheets, straight grain lumberyard fir, and two-part epoxy glue. How much will it cost? About \$2,500 to \$3,000 with new trailer and sails. Obviously this depends on local area prices for plywood and on how much you choose to customize your boat with costly finishes, extensive fiberglassing, etc. But you'll end up with a boat that provides results comparable to an \$8,000-\$10,000 craft. And over the building period, the money is paid out in manageable increments, not in one big chunk.

With my "Pacific Pelican" I have found there's always more to learn about dinghy cruising. With this reliable, safe, yet lively, craft that also serves as my home away from home, my confidence increases with each new cruising experience and I look forward to ever more ambitious destinations in the seasons ahead.

Jim Barlow, Los Altos, California

(Study plans are available for \$5, the complete set of building plans and instruction book for \$85, from Bay Boat Company, 350 Demeter St., E. Palo Alto, CA 94303.)

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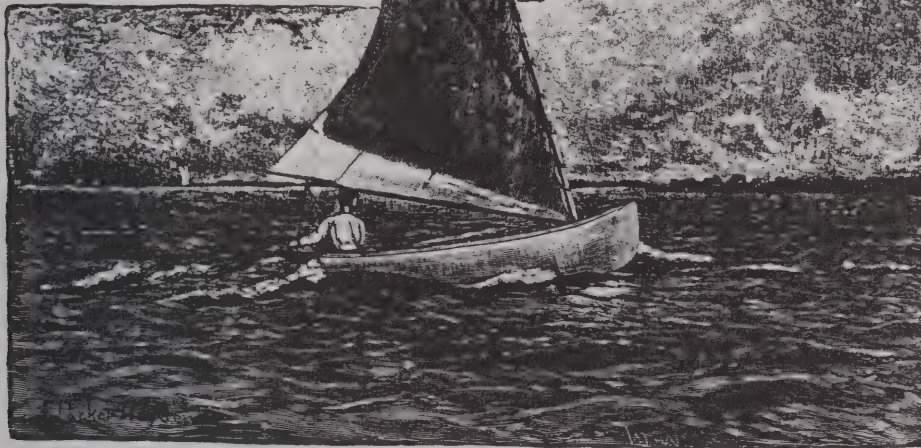
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Modest Adventures



SMALL BOAT MEMORIES

Some things could only happen in a small boat.

Canoeing up the Croton River. The swan couple have established a familiarity boundary over the years, I can approach to within 40 yards before they take off and set a new "safe zone". Just as I start to come in range, Don Juan Swan flies in. Mrs. Swan gathers her feathery skirts and hops up onto a rock in mid-stream. The two guys go at it. A lot of squawking, loud beating of wings, splashing of water, and fancy beak fencing. Errol Flynn would have been impressed. After a few minutes of this, the intruder is driven off and Mrs. Swan bats her eyelashes at her victorious mate.

Now it's late October. I know it's the last sail on the Sunfish for the season, the water's getting too cold to go without a wetsuit. The wind is blowing 45 knots beyond Croton Point, but in the bay it's 35 knots. I hike out, pull in hard on the mainsheet and am off on a plane, not the usual plane that lasts thirty or forty seconds, but one I stay up on for two or three minutes at a time. The wake is gurgling, the bow wave is foaming past, and I feel like I'm flying. This is sailing!

Mid-July. A few fluffy cumulus clouds give the sky some perspective as the sun beats down. A gentle breeze is blowing. I lean back in the cockpit, feet up, one arm over the tiller, the other hand grasping a cold soda, and Benny Goodman's "Ridin' the A-Train" on the radio. This is what it's all about.

My brother-in-law comes down to the dock. Stupidly I put one foot on the foredeck of the Sunfish while keeping the other foot firmly planted on the dock. I quickly start to resemble a wishbone just before the wish. When I feel I'm beyond the point of no return, I

whip the cigarettes from out of my shirt pocket and stick my arm high in the air as I plunge downward. The cigarettes stay just above the surface. Later on, I want to forget this, but my brother-in-law never lets me.

Three of us chartered a boat in Greece. This morning we wake up about 6:30. We're tied up to the quay at a small Ionian island. The air is still, the water mirror-like with its surface broken only by a family of ducks travelling single-file. Puffs of mist make the sea look like it's smoking. About three-quarters of a mile away is a tiny spit of an island with a small white church and a minute cemetery. As the sun eases over the horizon, one of us puts on a Barbara Streisand tape and she sings "Memories". The music seems to fill the air from another world as it bounces off the contours of the land and echos around the atmosphere. It completely surrounds us, like being inside an inverted bowl. We stop talking and look around and look at each other. No one wants to break the spell. It comes back every time I hear that song.

"Aphrodite", my Ensenda 20, is just two weeks old. I usually sail north on the Hudson, but today I sail south in a 10 knot breeze. About a quarter of a mile from the Tappan Zee Bridge, I come about, and then, WHAM! No rain, no warning, it's suddenly blowing 50 and gusting to 60 (I learn later). There also is a six knot current where normally it's less than one. I've never been out in anything like this before, certainly not on the Hudson. I'm scared, not for me (perhaps foolishly) but for my NEW BOAT! I don't have roller furling on the jib and it takes two shots to get it down because we start to broach the first time. I'm alone, so there's no one else to worry about. We heel over on our

ear, but "Aphrodite" is doing just fine. The pilings under the bridge appear too close together under these conditions to chance running, and the eastern bank here is just rocks. No place to anchor, so I head west for Nyack. An hour later I limp into Nyack Boat Club, arrange to leave "Aphrodite" overnight, and call for a ride home. Going over the bridge, all the cars are getting blown south a full lane by this powerful northerly. But, I'd found out my boat could really take it. Nice to know.

The Croton River is a flyway that migrating birds use as a motel on their travels north and south. I get to see a lot of exotic birds for this locale. The tide is high enough for me to go up one of the little side streams. It's almost like going down a tunnel with the reeds towering above me and the stream barely wide enough for the canoe. I stop paddling and try to spot the source of some cheerful chirping. A pretty little bird is in amongst the reeds. I try to imitate it and I guess I do a good job because we carry on a conversation for the next few minutes. Suddenly, the bird darts out, lands on the canoe's yoke, and gently drops a blade of straw, chirps again, and flies away. I've been given a gift by a little friend.

Small boat memories.
Mel Ross, Croton, NY.



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I'm Over 40 and Owe It to Myself!

When I first started to write this my association with "Boats" had been relatively short (I've only known about you since May, 1987 when I subscribed) but you had a profound effect on me from the beginning. It was a year ago when I started to write this but for various reasons I'm just getting back to it now. The recent February 1st issue prompted me to finish it up.

I am a person who has always loved "messaging about in boats". From age 10, rowing my cousin's 10' Beetle around the Sassafras River on Maryland's Eastern Shore, to teenage summer job "decking" on tugs up and down the Chesapeake, to sailing my 23' Halcyon "Finest-kind" to the Isle of Shoals while stationed at Kittery, Maine, to today, a 43 year old adolescent who lives on the shore of the Manatee River in Bradenton, Florida. I have always said, "It doesn't really matter what I'm doing as long as I'm doing it in a boat."

And, like you, I'm boat poor. I have owned a sailboat of one kind or another since I was 20. The current one, of 26 years duration, is a spirited little 16' Tanzer sloop. About ten years ago a friend's son (David Jackson, then of Houston, Texas, and currently of Freya Boat Works in Seattle, Washington) built, and I fell in love with, a traditional 13' carvel planked Whitehall. I lugged the Whitehall around for eight years through various land-locked assignments (I make my living in agriculture, and until now have not lived handy to open water) and even put it on loan to the "Elissa" project in Galveston, Texas, at one time just so it would get some use.

On arrival here in Florida, I acquired and salvaged an old glass Sunfish that my family and I enjoyed immensely, mainly because we could throw it off the dock and go sailing without too much preparation. Also just recently I acquired a 13' inflatable and a 3hp outboard. What did I want that for, you might ask? Well, the price was right and it seemed like a good thing to do at the time. I thought it would be great to have a boat I could load in

the car to take places where I might need a boat. However, if my wife were to force the issue, I could part with this boat.

Besides liking boats and playing in them, I also enjoy building things and have often considered building a boat. I was undergoing such thoughts in the spring of 1987 when my neighbor, Bob Pitt, a boat carpenter of great skill and considerable local reputation, introduced me to "Messing About in Boats". It was quite coincidental that the first issue I saw had the reprint of the Weston Farmer article about the "Piute". It really stirred my imagination and set me to seriously thinking about a boat. I even corresponded with the Farmers regarding other more suitable plans. The "Piute" seemed somewhat ambitious.

Then in the May 1, 1987, issue I saw Peter Cartier's story on his adventures and pleasures rebuilding an "old" runabout. This really hit a responsive note in me. After all, it seemed like an intelligent alternative to building from the keel up, would give me valuable experience, save considerable dollars and require considerably less time to come to fruition. And, as Mr. Cartier so eloquently pointed out, I'm over 40 and owe it to myself.

The next obvious move then was to find "the boat". And here in southwest Florida in 1987, old wooden runabouts (or even new wooden runabouts) are not very common. Let's face it, most of the boating public is not interested in anything but running boats just as they do their family cars. Turn the key and drive away. But I figured I really wasn't in a hurry and one would eventually turn up. Besides, my wife wanted me to redo the childrens' bathroom and that would take at least a month of weekends.

But fate doesn't usually inconvenience itself to fit into our plans. My friend Bob Pitt called me one night that August, before I could start on the bathroom, and said he thought he'd found me a boat. He said it looked rough but he thought it was basically sound and needed only cosmetic work. As

I have said, I wasn't really ready to undertake this project, but what the heck, it wouldn't hurt to go and look.

As anyone, like Mr. Cartier, who has gone and looked at a boat that "needs some work" can attest, it usually requires a good deal of imagination. This case was no exception. The boat was behind a rusting tin barn, on a rusted old trailer, blocked in by a rusting old pickup truck, and completely overgrown with weeds. It was about 16' long and was lapstrake on bent oak frames. It had at one time had mahogany plywood decks and the windscreen was mahogany framed. Other than the fact that the decks were completely "shot", the only really glaring problem was that the external stem piece was completely deteriorated. The boat was bow down on the trailer and about half full of water. This was actually encouraging because none of the water was leaking out. We lifted the trailer tongue with some difficulty and of course all the water rushed to the stern. Here again we got a pleasant surprise, none of the water leaked out here either.

We siphoned the water out and left to return when it had dried out and we could inspect it more thoroughly. I left the boat with mixed emotions. I could see the little boat obviously had lovely lines and could be made into a decent looking craft. But, could I do it? And then there was the question of power. The boat was an outboard. How would I power it if I did fix it up? How much would a motor cost? New? Used? I've always believed in the KISS rule (keep it simple, stupid). Did I really want a "motor" boat? Several members of my family still can't believe I even considered it, let alone eventually coming to own a "motor" boat. I had always been adamant about sail power and generally opposed to "stinkpots". What sort of evolution have I undergone to actually want a "motor" boat? Part of the answer was the challenge of the restoration. The rest? Like the man said, I'm over 40!

By the second trip back to the

boat I had just about made up my mind to go for it. Of course, my wife didn't know this, but she probably knew it subconsciously. The second inspection, again with my friend Bob, was fairly thorough. We pulled off pieces of the deck, lifted floor boards, checked timbers and came away fairly well convinced the hull was sound. Now I was having full-blown daydreams of a beautiful lapstrake runabout reminiscent of my uncle's old Chris Craft.

And that brings up another question. What kind of a boat is it? Who made it? The name plate still on the stern read "Henry, Waldo, Ohio". The boat had been laid up so long there were no numbers on it and the boat purveyor who currently owned it had no title or information about it. It wasn't until I was cleaning out the bilges several days later that I found pieces of an old registration paper that did indeed say it was a "Henry Boat", and built in 1957. Unfortunately, I can't document this now because those fragments were lost when my car was stolen (I eventually got the car back but not the envelope full of tattered paper fragments).

Anyway, I bought the boat. My wife was skeptical, my neighbors were incredulous, and I was nervous. But for \$150 (and that included the rusty old trailer) what could I really lose? If I got into it and found something unrepairable or that I couldn't handle, I really would not be out too much. And think of the experience I'd gain.

The first few days were spent, like Mr. Cartier said, taking it apart. Once it was completely apart, the basic soundness of the boat was evident. Laminating and bending the external stem was a little tricky but again my friend Bob Pitt talked me through it. Also I fell into some luck when a neighbor with a derelict 26' Owens (rotting away on his back lot) let me salvage lumber and brass screws. I got enough mahogany to plank the decks over a plywood sub-deck and have only had to buy a few stainless steel fasteners.

One problem I ran into was the transom height. Apparently in 1957 outboard motors had "short" shafts. The transom measures only 16" from keel to top. Today's boats are designed with a 20" transom for "long" shaft motors.

Since I elected to buy a new (rather than a used) motor (you only go around once, right? And who wants to do the going around with other people's mechanical problems?), I had to build up the transom by four inches. Everyone advised me against short shaft motors because of poor resale value and higher initial cost.

My current solution is sound, but if I decide the "old girl" can pull a kid on skis, I will then have to reinforce the transom a lit-

tle more thoroughly. If any readers have any thoughts on this I would appreciate hearing from them.

The project has now been complete for a little over a year and the boat has proven its ability to entertain all manner of kids from 6 to 43 years old. And when I launch her at the ramps I get a lot of compliments. Most of those complimenting me are probably glad they don't have to "maintain" an old wooden boat, but some seem to appreciate what has gone into it and what it means to me.

It has been a thoroughly enjoyable process that I think will just get better with time. But, even before the "new" had worn off this project, I already knew there'd be others. I don't think you have to be over 40, as Mr. Cartier said, but it helps. At my age I don't need many excuses for "messing about in boats" just that I happen to like it.

Aaron Welch, Jr., 105 N. 25th St. W., Bradenton, FL 34205.

Centerspread Overleaf


TRULY EXOTIC

In past issues we've reported on the recreation of an ancient Greek trireme by a group of British maritime historians and the government of Greece. It's now an accomplished fact and each summer new crews of volunteer "galley slaves" are recruited to go to Greece for continued development of the necessary skills needed to row this complex craft. This nice photo of the trireme underway arrived here on a postcard from Paul Lipke of Ship Services in Plymouth, MA. Paul took the picture while involved in a role chronicling the day to day development of the rowing skills during the trireme's initial sea trials two summers ago. Certainly a craft and an undertaking well out in front in the "unique" area of messing about in boats.



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JUMPING INTO THE MAIL ORDER PLANS BUSINESS

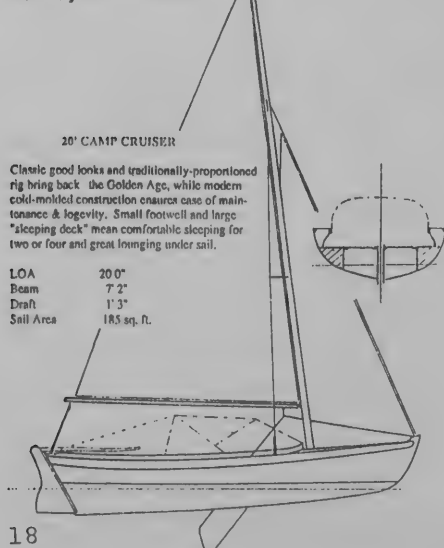
I'm pleased and excited to report that I'm jumping into the mail order plans business. I've spent the last few months preparing a catalog of ten new designs that use the advantages of modern materials such as plywood and epoxy for their strength, durability and workability to produce long lasting, good looking boats that an amateur can build and be proud of. Several of the boats are not easy to build, but I feel there is something there for most anyone's level of skill and motivation.

The catalog features ten "stock" plans, but my first interest is in custom design. I enjoy coming up with a boat that meets an individual's needs and wants, that resolves conflicting desires in a successful compromise which is acceptable to that individual. I think it's too bad that people think they have to settle for a stock or production boat because it seems the only option. I think custom design can be a reasonable and affordable alternative, especially if the resulting design can subsequently be carried as a "stock" design by the designer. Each of the ten boats in my catalog started out in this way.

I've been designing and building small boats for five years. Recently I designed and built a research boat for the Williams College/Mystic Seaport Program in American Maritime Studies. I also designed a 15' daysailer sloop being built by Robinhood Marine Center in Georgetown, Maine. Right now I have a series of Rushton "Wee Lassie" canoes in lapstrake plywood under construction in my shop.

My catalog includes three powerboats, four sailboats, two rowing boats and a canoe. They range from a 10' pram to a 20' cold molded camper/cruiser. I ask \$2 for a copy of the catalog to defray handling and postage costs.

Robert W. Stephens Wooden Boats, 32 Pine St. #3, Lisbon Falls, ME 04252.



DESIGNS & PROJECTS



A LIGHTWEIGHT CARTOP SAILBOAT FOR MR. KING

In the January 15th issue, Mr. John King of Watertown, Massachusetts, expressed a desire to find a very light small sailboat he could easily cartop alone. I responded to his inquiry suggesting he might consider my "Arrowhead 10" sailing dinghy. It's a beamy "flattie" skiff with room for three that weighs but 75 pounds. It's built by my own special "Sealight" process using thermoplastic skinned foam cored hull sandwich panels, material that provides great strength with very light weight. The boat pictured is the "Arrowhead 8", but the "10" is proportioned the same.

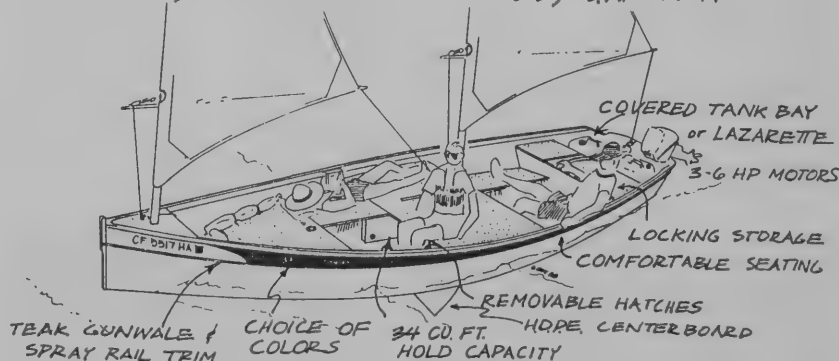
Another new design I'm now building is my "Heron 19" sharpie schooner. While this boat is virtually the same length as my ultra-light beach cruiser "Navigator 20", it has twice the carrying capacity in its roomier and more stable sharpie style hull. The drawing details its important features. All of my designs and much technical discussion of my process are available in my Sealight catalog at a cost of \$3.

Stephen Wilce Boats, P.O. Box 962, Winters, CA 95694.

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HELP FOR A FRENCH PLYWOOD BOAT

I have purchased a used sailboat that is in need of extensive repair. The plywood sides and bottom need to be replaced. The boat is 17' long by 7' beam with a cuddly cabin. It appears to have been built in France and maybe sailed over here? The builder was Company Areoa, and it has a small crank start engine built by Renault. Perhaps some reader has heard of this builder? I wonder if replacing the plywood with the tape and epoxy method would work? I would appreciate hearing from any readers in

your large audience who might have some advice for me on this project.

Martin Casey, 126 N. Stone, LaGrange, IL 60525.

LOOKING FOR THE GLUE

Has anyone got any information on what kinds of glue are used in interior and exterior lauan underlayment plywood imported from the Philippines and sold at lumber yards? I would appreciate any information on this inexpensive plywood.

Bob Whittier, Box T, Duxbury, MA 02331.

STITCH & GLUE & GRAPHICS TOO

I wanted to learn stitch and glue cheap and fast so I bought a set of Glen L's "Rob Roy" plans. I started building on Thanksgiving Day in 1988 and launched on January 6th. The boat is built of 1/8" ply sheathed with 6 ounce cloth under the white painted bottom. I had intended to paint it inside and out, but neighbors looking on urged me to finish it bright, so I can show how the stitch and glue system works. I took a two foot section out of the middle so it is 12'6" instead of 14'6" long. If someone wants to try this, I caution them to think it through, there's more to it than meets the eye.

The result weighs 28 pounds and my daughter is delighted because it is small enough for her to handle. The total cost of materials came to \$157, the education was well worth it.

My other winter hobby is northwest Indian graphics, so the boat sports claw and wing. As it is a "baby" boat, I called it the "Eaglet". Next project is to do some graphics on another canoe going to California.

Skip Snaith's new book, "Canoes & Kayaks for the Backyard Builder" showed up in January. Read it and got caught up in the paddle section. Just finished building a double paddle as I write, haven't tried it yet but am impressed with how well it went together. It looks great. After a couple more I should have one to compete with my \$200 graphite/carbon paddle from Germany.

The weather's getting so I can paddle again now after work. Meanwhile I contemplate another project. Perhaps a stitch and glue proa? Or, I have your "Cockleshell" plans. A nice aspect of messing about in boats is the lack of commitment to a schedule!

Gene Galipeau, 20218 Greenwood Ave. N., Seattle, WA.



GLEN L'S "AIRBOAT"

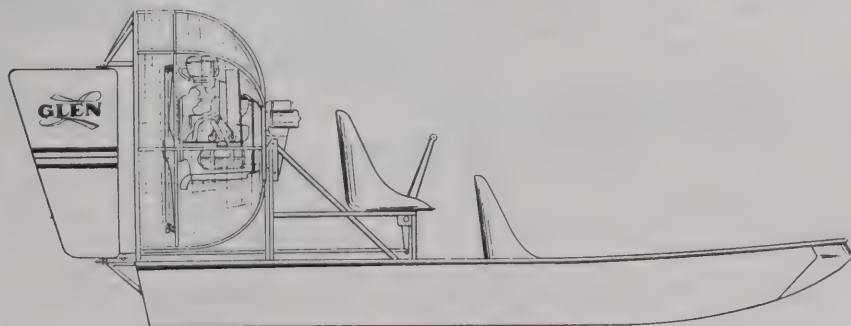
Perhaps this one gets a bit too bizarre for our typical reader, but it deserves a look anyway just to keep you up on what you can build at home these days. Glen L has a plan for anybody, and the "Airboat" must be something somebody

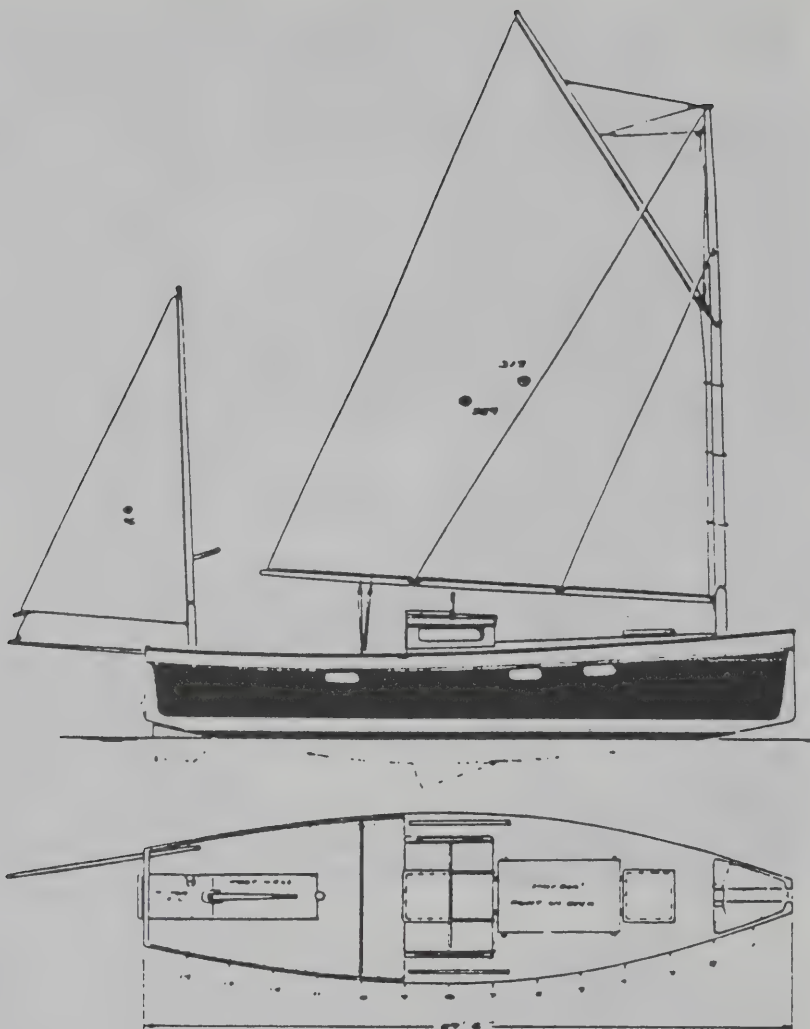
might want to build. The VW powered craft driven by an aircraft propellor is a common type used in very shallow waters and swamps in the south, they've been featured players in films such as the James Bond sort due to their rather dramatic appearance and capabilities to

go where neither boat nor wheeled vehicle can go.

The Glen L. version is 12'9" long, 7' wide, 14" deep and weighs 265 pounds (hull only). It's a scow type hull, flat bottom for sliding over practically no more than dewy grass. The plans include the full info on the engine components and installation, not just on building the rather simple hull. Cost complete is \$43, including full size patterns for all framing members and the rudders.

Glen L's cover letter suggested that the "Airboat" is "the type of design that is sure to cause your readers to look twice!" You probably did, too. Like, "What's this?"





AND NOW, "MONSTER MICRO"

Because you asked for it, here it is. "Monster Micro" is a true cruising boat and possibly a sharpie for the 21st century. Phil Bolger says, "it seems to answer a lot of wish lists with unusually few drawbacks as far as cruising boats go." However, it needs a better name. Any suggestions?

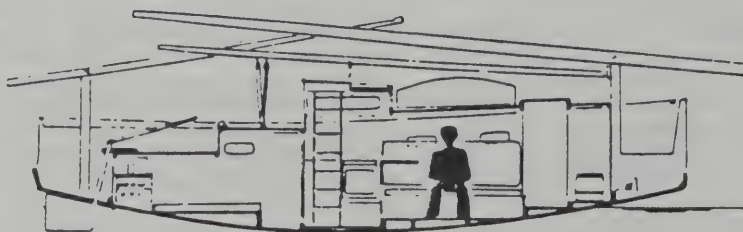
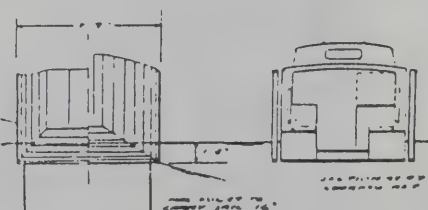
Both masts are counterweighted in tabernacles for ease of getting under bridges. She is narrower for her length than "Jessie Cooper", suggesting excellent performance under sail. The twin kick-up bilge boards, while they add building complexity, allow her to sit flat on the bottom during low tide without the risk of being broken off as with "Jessie Cooper's" daggerboard.

The "captain's quarters" has a double berth with adequate hanging locker space. The two settees provide sleeping space for two more. There is a full galley with space for stores for extended cruising. There is a hatch forward to simplify sail handling. In addition, she has Bolger's "signature" bow transom with self-draining anchor stowage.

She will be outboard powered with easy access to the motor from the self draining cockpit, carrying her gas outside of the watertight envelope. She is a true cruising boat, able to take you anywhere you want to go in style and comfort. Does this sound like I'm writing ad copy?

Here's the deal. I need someone to commission the design to get it finished and off the drawing board. Whoever commissions the boat will allow me to sell plans after the prototype proves out. If you are interested, write to me and I will forward your inquiry to Bolger.

Bernard Wolfard, Common Sense Boat Designs, 2801 Whitney Ave., Baltimore, MD 21215.



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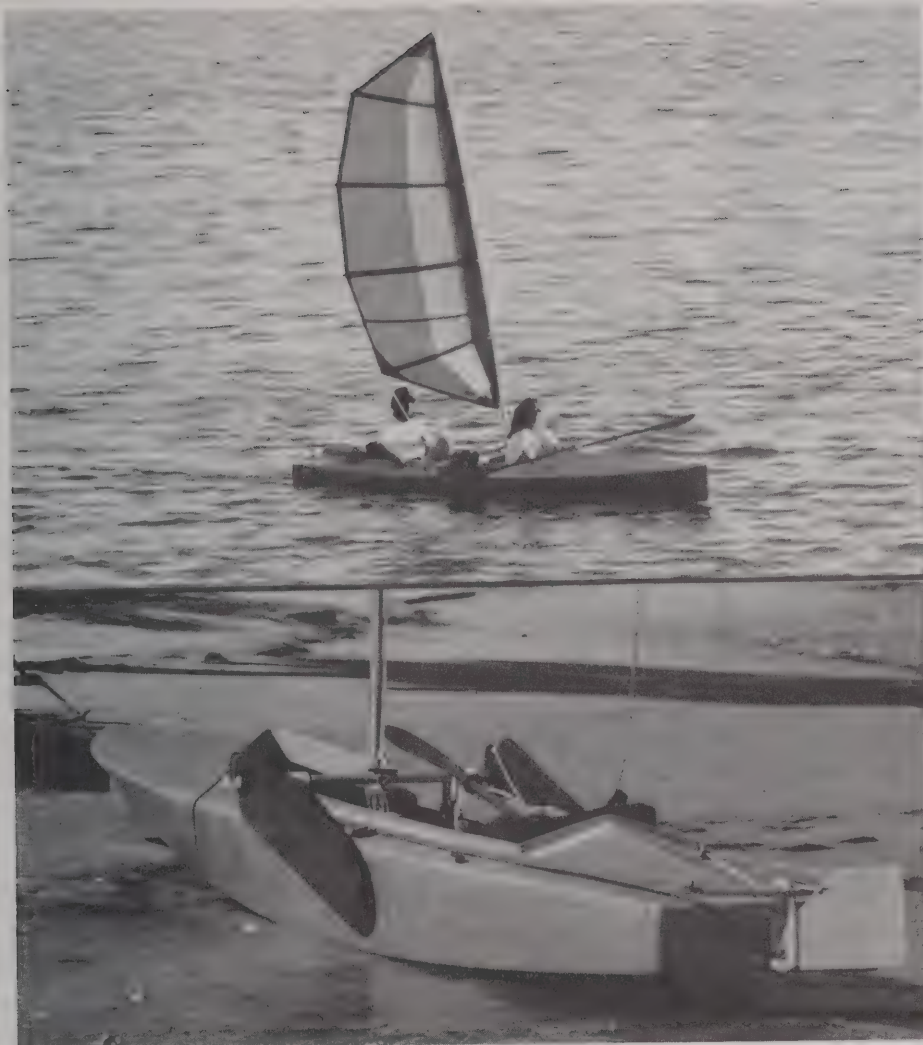
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X1 SUGAR PINE NEEDLE

She's named this way because she's made of sugar pine. She's an experimental, development sailing vessel, with double paddle auxiliary power, my attempt to fill the niche between dinghy cruising and kayak touring. LOA is 18'6", maximum beam is 30". DWL is 440 pounds. A person can sleep onboard her at anchor much like in a dinghy cruiser.

With such a large wetted surface, paddling speed is the loser. By how much? With only one direct comparison so far (Kayann in a Sea Runner) I can only say that it is significant. And more noticeably as one approaches hull speed. What seems to make the whole thing nifty, though, is the sail carrying power available to slide you up to hull speed and hopefully somewhat controllably beyond.

The goal was a comfortable boat. The space to squirm, fidget, readjust body position, usually unavailable in a sea kayak, is all here in the "X1". The 20" wide cockpit, compared to 15"-16" in a kayak, also allows shifting one's weight athwartship to favorably affect stability under sail. "Pine Needle" is a fun and interesting, if completely experimental, beach/day cruiser. Little details unfinished in the photos, such as the cockpit rim, final sanding and finishing, should be done before I take her down to the Cedar Key Meet May 5th-7th.

Hugh Horton, 15175 Hamilton, Detroit, MI 48203.

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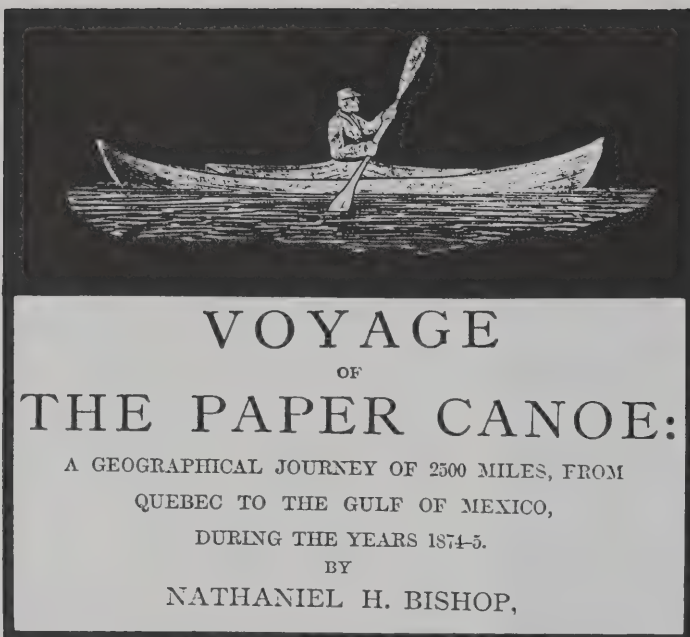
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CHAPTER IX.

FROM NORFOLK TO CAPE HATTERAS.

PAMPLICO SOUND.—THE PAPER CANOE ARRIVES AT CAPE HATTERAS.

One of the ships, in moving its position from the unprotected anchorage-ground, parted its cable and left an anchor on the bottom—the second that had been lost. The wind drove the ships towards the beach, when a third anchor was lowered; but it held the little fleet so close in to the breakers, that the sailors were forced to slip their cable and work into a channel-way, where, in deeper water, they held their ground.

In debating the propriety of holding on and attempting to wear out the gale, the scarcity of their provisions, and the possession of but one cask of water, and only one anchor for the fleet to ride at, decided them to go southward in quest of some favorable landing, where water could be found. The council held out the hope of capturing Spanish vessels in the vicinity of the West Indies; and it was agreed that, if successful, they should return, richly laden with spoils, to seek their exiled countrymen. One of these vessels returned to England, while the Admiral laid his course for Trinidad; and this was the last attempt made to find the colonists.

More than a century after Admiral White had abandoned his colony, Lawson, in writing about the Hatteras Indians, says: "They said that several of their ancestors were white people, and could talk in a book as we do; the truth of

which is confirmed by grey eyes being frequently found among them, and no others. They value themselves extremely for their affinity to the English, and are ready to do them all friendly offices. It is probable that the settlement miscarried for want of supplies from England, or through the treachery of the natives; for we may reasonably suppose that the English were forced to cohabit with them for relief and conversation, and that in process of time they conformed themselves to the manners of their Indian relations."

Dr. Hawks thinks, "that, driven by starvation, such as survived the famine were merged into the tribes of friendly Indians at Croatan, and, alas! lost ere long every vestige of Christianity and civilization; and those who came to shed light on the darkness of paganism, in the mysterious providence of God ended by relapsing themselves into the heathenism they came to remove. It is a sad picture of poor human nature."

It needed not the fierce gusts of wind that howled about the tall tower, causing it to vibrate until water would be spilled out of a pail resting upon the floor of the lantern, blowing one day from one quarter of the compass, and changing the next to another, to warn me that I was near the Cape of Storms.

Refusing to continue longer with my new friends, the canoe was put into the water on the 16th, and Captain Hatzel's two sons proceeded in advance with a strong boat to break a channel-way through the thin ice which had formed in the quiet coves. We were soon out in the sound, where the boys left me, and I rowed out of the southern end of Roanoke and entered upon the wide area of Pamlico Sound. To avoid shoals, it being calm, I kept about three miles from the beach in three feet of water, until beyond Duck Island, when the trees on Roanoke Island slowly sank below the horizon; then gradually drawing in to the beach, the two clumps of trees of north and south Chicamicomico came into view. A life-saving station had recently been erected north of the first grove, and there is another fourteen miles further south. The two Chicamicomico settlements of scattered houses are each nearly a mile in length, and are separated by a high, bald sand-beach of about the same length, which was once heavily wooded; but the

wind has blown the sand into the forest and destroyed it. A wind-mill in each village raised its weird arms to the breeze.

Three miles further down is Kitty Midget's Hammock, where a few red cedars and some remains of live-oaks tell of the extensive forest that once covered the beach. Here Captain Abraham Hooper lives; and occupies himself in fishing with nets in the ocean for blue-fish, which are salted down and sent to the inland towns for a market. I had drawn my boat into the sedge to secure a night's shelter, when the old captain on his rounds captured me. The change from a bed in the damp sedge to the inside seat of the largest fireplace I had ever beheld, was indeed a pleasant one. Its inviting front covered almost one side of the room. While the fire flashed up the wide chimney, I sat inside the fireplace with the three children of my host, and enjoyed the genial glow which arose from the fragments of the wreck of a vessel which had pounded herself to death upon the strand near Kitty Midget's Hammock. How curiously those white-haired children watched the man who had come so far in a paper boat! "Why did not the paper boat soak to pieces?" they asked. Each explanation seemed but to puzzle them the more; and I found myself in much the same condition of mind when trying to make some discoveries concerning Kitty Midget. She must, however, have lived somewhere on Clark's Beach long before the present proprietor was born. We spent the next day fishing with nets in the surf for blue-fish, it being about the last day of their stay in that vicinity. They go south as far as Cape Hatteras, and then disappear in deep water; while the great flocks of gulls, that accompany them to gather the remnants of fish they scatter in their savage meals, rise in the air and fly rapidly away in search of other dainties.

On Thursday I set out for Cape Hatteras. The old sailor's song, that —

"Hatteras has a blow in store
For those who pass her howling door,"

has far more truth than poetry in it. Before proceeding far the wind blew a tempest, when a young fisherman in his sailboat bore down upon me, and begged me to come on board. We attempted to tow the canoe astern, but she filled with water, which obliged us to take her on board. As we flew along before the wind,

dashing over the shoals with mad-cap temerity, I discovered that my new acquaintance, Burnett, was a most daring as well as reckless sailor. He told me how he had capsized his father's schooner by carrying sail too long. "This 'ere slow way of doing things" he detested. His recital was characteristic of the man.

"You see, sir, we was bound for Newbern up the Neuse River, and as we were well into the sound with all sail set, and travelling along lively, daddy says, 'Lorenzo, I reckon a little yaupon wouldn't hurt me, so I'll go below and start a fire under the kittle.' 'Do as you likes, daddy,' sez I. So down below he goes, and I takes command of the schooner. A big black squall soon come over Cape Hatteras from the Gulf Stream, and it did look like a screecher. Now, I thought, old woman, I'll make your sides ache; so I punted her at it, and afore I could luff her up in the wind, the squall kreened her on to her beam-ends. You'd a laughed to have split yourself, mister, if you could have seen daddy a-crawling out of the companion-way while the water was a-running down stairs like a crick. Says he, ruther hurriedly, 'Sonny, what's up?' 'It isn't what's *up*, daddy; but what's *down*,' sez I; 'it sort o' looks as if we had capsized.' 'Sure 'nuff,' answered dad, as the ballast shifted and the schooner rolled over keel uppermost. We floundered about like porpoises, but managed to get astride her backbone, when dad looked kind of scornfully at me, and burst out with, 'Sonny, do you call yourself a keerful sailor?' 'Keerful enough, dad,' sez I, 'for a *smart* one. It's more credit to a man to *drive* his vessel like a sailor, than to be crawling and bobbing along like a diamond-backed terrapin.' Now, stranger, if you'll believe me, that keerful old father of mine would never let me take the helum again, so I sticks to my aunt at the cape."

I found that the boat in which we were sailing was a dug-out, made from two immense cypress logs. Larger boats than this are made of three logs, and smaller ones are dug out of one.

Burnett told me that frame boats were so easily pounded to pieces on the shoals, that dug-outs were preferred — being very durable. We soon passed the hamlet of North Kinnakeet, then Scarsborough with its low houses, then South Kinnakeet with its two wind-mills, and after these arose a sterile, bald beach with Hatteras



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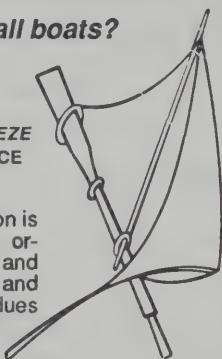
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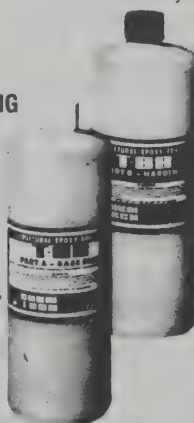
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light-tower piercing the sky, and west of it Hatteras woods and marshes. We approached the low shore and ascended a little creek, where we left our boats, and repaired to the cottage of Burnett's aunt.

After the barren shores I had passed, this little house, imbedded in living green, was like a bright star in a dark night. It was hidden away in a heavy thicket of live-oaks and cedars, and surrounded by yaupons, the bright red berries of which glistened against the light green leaves. An old woman stood in the doorway with a kindly greeting for her "wild boy," rejoicing the while that he had "got back to his old aunty once more."

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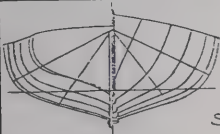
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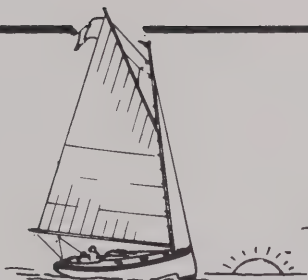
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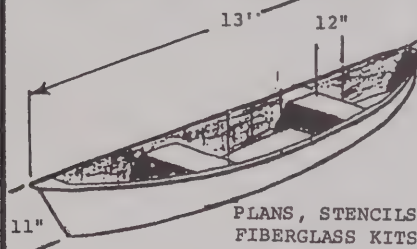
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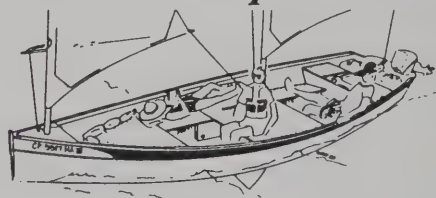
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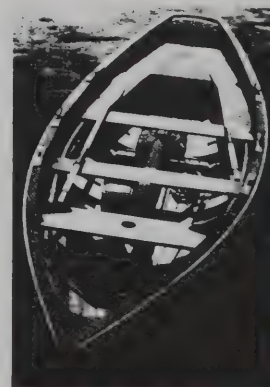
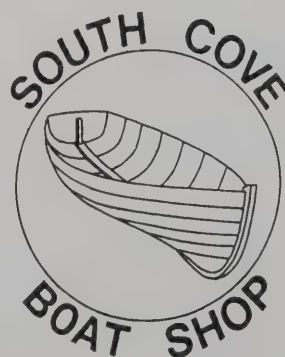
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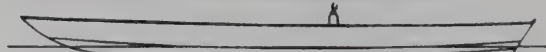


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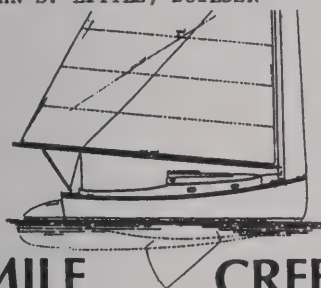


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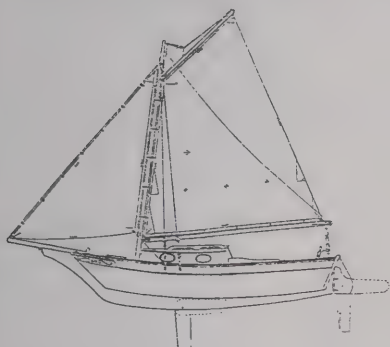
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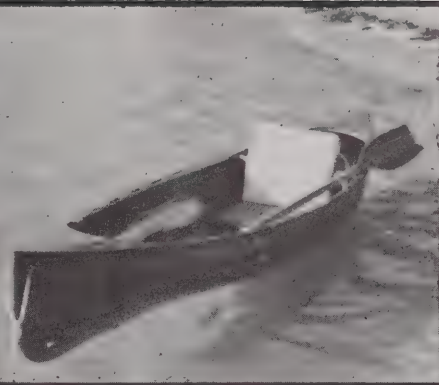
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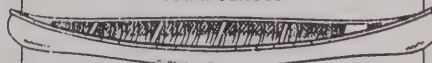
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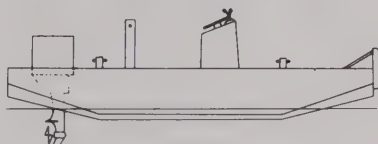
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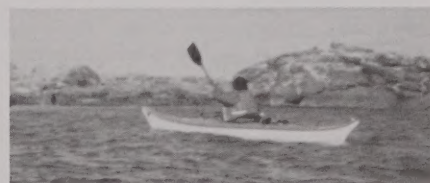
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HAROLD BURNHAM, Essex, MA, (508) 768-7146. (23)

STRETCH WHITEHALL in new condition, oar lock extenders. \$995. Ten used sailboats, 10'-23'.

FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (23)

WANTED. Used dinghy, any condition, must be inexpensive.

JON ABORN, Buzzards Bay, MA, (508) 759-9786. (23)

23' SEA SPRITE. Arlberg design. Popular coastal cruising sloop. Four berths, recent sails, lifelines, 9.8 hp Mercury. Easy to single-hand. \$5,500.

DANA AVERY, Mystic, CT, (203) 536-6930. (23)

16' PEINERT FASTART fiberglass recreational rowing shell. Sliding riggers, Piantadosi oars. Fast and stable, a good ocean boat. Sacrifice at \$800.

DON CURRY, 7 Hillcrest Ln., Topsham, ME 04086, (207) 725-6914. (23)

16' VAN DINE DOUBLE ENDED DOORY. Lightweight, 65 lbs. Excellent seaworthy rowing boat. Teak ventilated rail clamp. Flotation in double bottom. 7' narrow bladed spruce oars. \$550.

WARREN SHERBURNE, 44 Boston Rd., Chelmsford, MA 01824, (508) 256-2932. (22)

ATTIC SALE. Back issues of "Canoe" magazine, 1974-88, \$100. Back issues of "Country Journal", 1977-88, \$75. Back issues of "National Fisherman", 1978-85, \$100. Vintage L.L. Bean catalogs, fall/summer, twelve years, \$25. 78 rpm records from 1930's-40's, call for list. 19th century books on American and English history, biographies, call for list. Classic shaving wall cabinet, elm with beveled mirrors, circa 1900, great for upgrading your yacht, \$150.

1840 Maine carpenter's tool chest with assorted tools, \$350, photos available. World War I newspapers, "New York Times", "The Journal-American", and Rand McNally map of the 1914-17 front, \$125. No reasonable offers refused.

RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087. (23)

11.5' BUTTERNUT CANOE designed by Pete Culler, built c. 1970 by Chet Farrell in Hyannisport. This double-ended cedar-on-oak boat is well used but very sound. Includes back rest, mast and sail and is a fine cartopper. I'm selling as I've purchased a bit larger boat that will carry two persons. \$600 or best offer.

STAN STOKOWSKI, 414 Queen St., Philadelphia, PA 19147, (215) 465-4778. (22)

16' WAYFARER DAYSAILER, fiberglass, built 1985 by Abbott of Canada. Sobstad sails, self-bailing, motor mount, mahogany side bench, hiking straps, kick-up rudder, retractable centerboard, boom tent. Dry sailed 8 hours, always kept under cover. \$4,250 with 1985 Shoreland trailer, extra wheels. \$3,950 without trailer. Everything like new.

P. DALE, Otha Dr., RD 4, Box 507, Katonah, NY 10536, (914) 232-4643. (22)

15' CATBOAT. Classic lines but modern, strong, WEST construction. Very roomy. Great for gunkholing and picnicking. New dacron sail. Asking \$2,900 for boat, sail and extra gear (fenders, anchor, pump, etc.). Also will sell with trailer, Johnson outboard, and winter canvas for total package price of \$3,900.

DON SAASTAMOINEN, RFD #2, (Cushing) Warren, ME 04864, (207) 354-6243. (22)

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THE INDIAN POINT GUIDEBOAT COMPANY, 732 Midland Ave., Midland, PA 15052, (412) 643-5457. (22)

16' OUTBOARD BOAT, 62" beam, 20" transom, suitable 20 to 50 hp. Garvey style hull, Phillipine mahogany frame, 3/8" and 1/2" plywood sheathing sealed in Clark Craft epoxy. Designed and built for "Mechanix Illustrated", no longer need it. Like new, good bay fishing, water ski, or kids' boat. Nicely finished, expertly built. \$1,250. Send SASE for photo and description.

BOB WHITTIER, Box T, Duxbury, MA 02331. (22)

12' HOWMAR SAILBOAT with centerboard pin and kick-up rudder, mainsail and jib. Hand-laid up fiberglass. High quality boat, never used. New Cox galvanized trailer included. \$2,070.

GROVER RIEGER, Wakefield, MA, (617) 246-3889 eves, (617) 438-0097 days. (22)

COPPER SHEETS. Pure copper roofing gutter sheets, 20" wide, 10' lengths, about 100 pounds. Others. RALPH NOTARISTEFANO, 3 Jay Ct., Northport, NY 11768. (22)

WANTED. Used sails for Pearson Ensign #56. 27 year old originals getting tired! Please call especially if you have a serviceable mainsail. CHRIS FINCH, Lowell, MA, (508) 458-3896. (23)

24' CAIQUE basic cruising sailboat (see "Boats" March 1, 1989 issue). Built in 1988, cruised one summer. Like new. \$23,000 U.S. Cobblewood Boats, Box 132, Cobble Hill, BC, Canada V0R 1L0, (604) 743-4617. (22)

SEA LION KAYAK by Aquaterra, four months old. \$695 firm.

JAMES ROGERS, 91 Water St. Stonington, CT 06378, (203) 535-4040.

1985 ALDEN DOUBLE OCEAN SHELL, white, very good condition. Oar-master with fiberglass oars, extras. \$1,500 firm. Custom car-top carrier available.

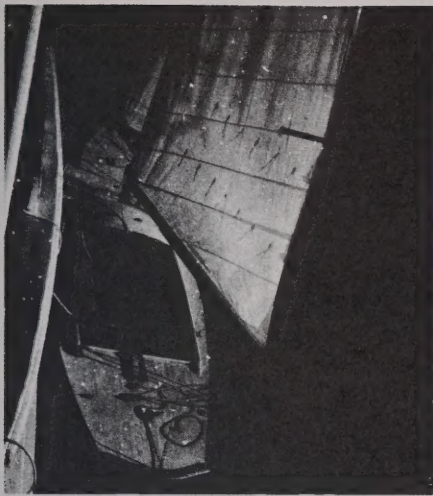
GARY KISSAL, Marblehead, MA, (617) 631-5956. (22)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage. Rent includes 16' daysailer and windsurfer. \$350 per week.

SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TF)

TOO MANY BOATS. Not enough time! 12' round bottom rowboat, \$200. Beetle Cat complete, but needs deck canvas, and coaming should be replaced. \$950. 18' bass-boat/runabout rigged for lobstering w/pot hauler, bilge pump and 1986 40hp Suzuki (needs lower unit). Will separate motor, boat and hauler.

JOHN WHEBLE, Kingston., MA, (617) 585-6962. (23)



21' RHODES ARROWHEAD SLOOP, cedar on oak, copper fastened, lead keel, good tight boat, fast and pretty. Looks like a small Triang-
gle. Winter storage paid. \$2,000.
T.C. MORSE, P.O. Box 1304, Gloucester, MA 01930, (508) 283-0869. (23)

WANTED. Sail, mast and boom for 14', 1958 "Woodpussey".
RICK BRACKETT, 91 Ashburnham St., Fitchburg, MA 01420, (508) 342-3997. (22)

10' SKIMMER SPEEDBOAT, fiberglass hull and forward deck. With 6hp Evinrude engine and controls, cable steering. Seats two or three persons. Lots of fun. \$750 complete.
FRANK POSLUSZNY, Cos Cob, CT, (203) 622-0149, leave message. (22)

ESCAPE NEW' ENGLAND WINTER! Sail beautiful, warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped, bareboat charters. Fabulous waters, secluded cruising. Cottage also available.
KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

FREE - WEE LASSIE NEWSLETTER. Anyone interested in the Wee Lassie type of double paddle canoe is invited to sign up for free copies of my occasional newsletter on the subject.

MAC MC CARTHY, Feather Canoes, 3080 N. Washington Blvd., Sarasota, FL 33580. (TF)

46' CLASSIC GAFF RIGGED KETCH, English built in 1926, extensively rebuilt 1985, seaworthy, equipped to sail away. Roomy liveaboard with saloon, three cabins, head, galley, forecabin. Powerful GM 471 with low hours. Best offer.
JERRY LYNCH, Rumson, NJ, (201) 747-7279 or (201) 229-1336. (22)

10.5" FIBERGLASS CANOES (2), Wee Lassie type hulls, 28 pounds. Good condition.
BOB WOLFERTZ, P.O. Box 75, Rosemont, NJ 08556, (609) 397-0141. (22)

WANTED. Manual for Cape Dory 25, photocopy is okay.
LARRY JONES, 317 Meredith St., Raleigh, NC 27606, (919) 851-4586. (22)

WANTED. A copy of "The Folding Schooner" by Philip C. Bolger. This is the only Bolger I do not have.
DAVID GULLEY, 505 Turney Dr., Houston, TX 77037. (22)

"WOODEN BOAT" MAGAZINES, #1-86, half in binders, 15 no longer in print. All for \$200.
P. DALE, Otha D., RD 4, Box 507, Katonah, NY 10536, (914) 232-4643. (22)

22' DOUBLE ENDER by Alan Vaites for fishing Buzzards Bay. Originally with outboard well, inboard conversion with haul-up propellor started. This will be an easily finished project for somebody with a little time and the desire for a classic little messing around in boat. Exceptionally clean structurally and has two Palmer one-cylinder engines, one freshly rebuilt (engines NOT for sale separately). \$1,500.

ALEX MC MULLIN, Manchester, MA, (508) 526-1082. (23)

13' HICKMAN SEA SLED, for restoration. The inspiration for the Boston Whaler. 40-60 years old? \$225.

DICK TATLOCK, Lincoln, MA, (617) 259-0846. (23)

SUPER SNARK CARTOPPER SAILBOAT, 1986, excellent condition. \$200 complete.

JOHN KARRER, Taunton, MA, (508) 822-1314. (23)

COMET SAILBOAT. Lightweight Moorehouse #2876. Excellent condition. Original cotton canvas sails plus a dacron suit. With trailer. \$1,200.

GREGG RETTEW, 184 Waterville Rd., Avon, CT 06001, (203) 678-0631 eves. (23)

18' PETERBOROUGH ROWING CANOE, with transom. 1931, excellent condition with original oars. Perfect for antique outboard or rowing. \$750.

GREGG RETTEW, 184 Waterville Rd., Avon, CT 06001, (203) 678-0631 eves. (23)

12' OLD TOWN SPORT ROWING/MOTORBOAT. 1965. Factory documentation. Perfect condition. Original oars. \$1,350.

GREGG RETTEW, 184 Waterville Rd., Avon, CT 06001, (203) 678-0631 eves. (23)

12' PENN YAN CARTOPPER, row/motorboat. 1949, restorable. \$100.

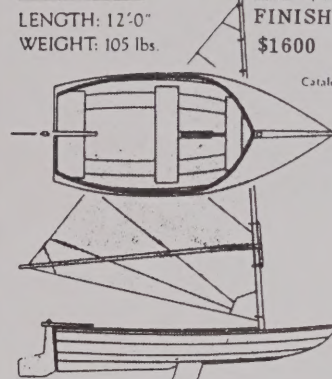
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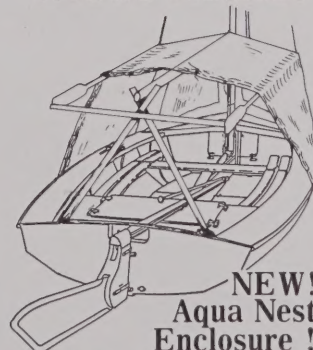
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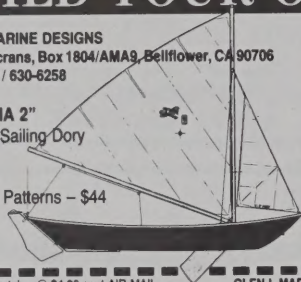
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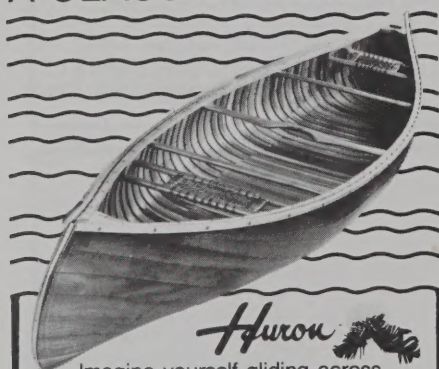
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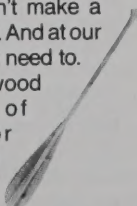
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